

San Joaquin County General Plan

Policy Document

December 2016

SAN JOAQUIN COUNTY

GENERAL PLAN POLICY DOCUMENT

Prepared by:

mintierharnish
planning consultants

In association with:

EPS

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PLANNING PARTNERS

ASCENT ENVIRONMENTAL

MEAD & HUNT

DECEMBER 2016

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ACKNOWLEDGMENTS

The following individuals contributed to the preparation of the San Joaquin County General Plan Background Report.

Board of Supervisors

Carlos Villapudua
District 1
Katherine Miller
District 2
Moses Zapien
District 3
Chuck Winn
District 4
Bob Elliott
District 5

Former Supervisors

Larry Ruhstaller, *District 2*
Steve Bestolarides, *District 3*
Ken Vogel, *District 4*
Leroy Ornellas, *District 5*

Planning Commission

Miguel Villapudua
District 1
Kitty Walker
District 2
Christopher Kontos
District 3
Randy Hamilton
District 4
Stan Morri
District 5

Former Commissioners

Michael Devencenzi
Clem Lee
Peter Johnson
Richard Nickerson

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San Joaquin County thanks the San Joaquin County staff and Consultants for their contributions and effort in preparing the goals, policies, and implementation programs.

Lead County Staff

Kerry Sullivan, Community Development Director
Community Development Department

Raymond Hoo, Deputy Director-Programs and Administration
Community Development Department

Technical Advisory Committee

Sandy Regalo
County Administrator's Office
Phonxay Keokham (former)
County Administrator's Office
Gary Caseri
Agricultural Commission
Scott Hudson (former)
Agricultural Commission
Tom Gau (former)
Department of Public Works
Donna Heran (former)
Environmental Health Department
Michael Cockrell
San Joaquin County Office of Emergency Services
Ron Baldwin (former)
San Joaquin County Office of Emergency Services
Lt. John Williams
San Joaquin County Sheriff's Office
Harry Mavrogenes
Stockton Metro Airport
Susan Palmeri (former)
Stockton Metro Airport

Joseph Chelli (former)

John Solis
Employment and Economic Development Department
Lani Schiff-Ross
First 5 of San Joaquin
Jim Foley
San Joaquin County Superintendent of Schools
Mary Joan (Mamie) Starr (former)
San Joaquin County Superintendent of Schools
Mark Myles, County Counsel
San Joaquin County
Duncan Jones
San Joaquin County Parks and Recreation
David Beadles (former)
San Joaquin County Parks and Recreation
Jim Glaser, Executive Officer
San Joaquin Local Agency Formation Commission
Kim Anderson
San Joaquin Council of Governments
Mike Swearingen (former)
San Joaquin Council of Governments
David Stuart
Historical Society & Museum

Darwin Davis

San Joaquin County Human Services Agency
William Mitchell (former)
San Joaquin County Department of Public Health
Fire Marshal
Steve Dalton (former)
Fire Marshal

SUPPORTING COUNTY STAFF

Dave Bollinger, GIS Program Manager
Mike Turn, Principal GIS Analyst
Michael Cockrell, Director
Emergency Operations
Kris Balaji, Director
Department of Public Works
Fritz Buchman, Deputy Director
Department of Public Works
Michael Selling, Deputy Director
Department of Public Works
Firoz Vohra, Transportation Engineering
Department of Public Works
Alex Chetley, Public Services
Department of Public Works
John Maguire, Flood Management
Department of Public Works
Desi Reno, Solid Waste
Department of Public Works
Brandon Nakagawa, Water Resources
Department of Public Works
John Funderburg, Principal Planner
Community Development Department
Jennifer Jolley, Principal Planner
Community Development Department
Corinne King, Counter Manager
Community Development Department
Mo Hatef, Senior Planner
Community Development Department

Bill Factor, Senior Planner
Jeff Levers, Transportation Engineering
Department of Public Works
Zoey Merrill, County Council
Bill Dubois, Community Infrastructure (former)
Department of Public Works
Kenneth Blakemore, Assessor/Recorder/County Clerk (former)
Assessor Office
Gary Caseri, Agricultural Commissioner
Agricultural Commissioner
William Mitchell, Public Health Director (former)
Public Health Services
Rodney Estrada, Lead Senior Registered Environmental Health Specialist
Environmental Health Department
Donna Heran, Director (former)
Environmental Health Department
John M. Solis, Executive Director
Employment and Economic Development Department
Harry Mavrogenes, Airport Director
Stockton Metropolitan Airport
Tom Gau, Director (former)
Department of Public Works
Firoz Vohra, Traffic Engineering
Department of Public Works
Dave Mendoza, Design Engineering
Department of Public Works
Linda Turkette, Director
Environmental Health Department
Doug Hensel, Building Official (former)

Community Development Department
Sonia Serrano
Community Development Department
Amanda Jones
Community Development Department
Brittney Hanna
Community Development Department

Community Development Department
Chuck Farano, Counter Manager (former)
Community Development Department
Joan Faustorilla (former)
Community Development Department
Kara Kontos (former)
Community Development Department

LEAD CONSULTANTS TO THE COUNTY

Mintier Harnish

Jim Harnish, JD, Principal

General Plan Update Project Director

Ted Holzem, Principal Planner

General Plan Update Project Manager

Chelsey Payne, AICP, Senior Project Manager

General Plan Update Support

Renée Funston, Planner

General Plan Update Support

Dov Kaden, Planner

General Plan Update Support/GIS Specialist

SUPPORTING CONSULTANTS

Planning Partners

Robert Klousner, Principal

Craig Stevens, Senior Environmental Planner

Kittelson & Associates, Inc.

Jim Damkowitch, Principal Associate

Economic Planning Systems

David Zehnder, Managing Principal

Mead & Hunt

Maranda Thompson, Airport Planner

Ascent Environmental

Honey Walters, Principal

Heather Phillips, Climate Change Specialist

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POLICY DOCUMENT PART 1

Introduction

The 2035 General Plan for San Joaquin County presents a vision for the County's future and a strategy to make that vision a reality. The Plan is the result of hundreds of hours of public meetings and the collective efforts of individuals from throughout the county who have articulated their hopes and expectations for the County's future.

The General Plan addresses the issues that must be resolved as San Joaquin County grows. It is comprehensive, providing a framework for the County's physical, economic, and social development and environmental resources preservation. It addresses all geographic areas in the unincorporated county. It is also long range. The plan looks ahead to 2035, while at the same time presenting policies to guide day-to-day decisions. It is general enough to respond to new trends and unexpected changes, but specific enough to inform residents, businesses, staff, and County decision-makers on how individual properties and County resources should be used and managed.

Finally, the 2035 General Plan is intended to be based on the County's historic role as an agricultural region. It recognizes that much of San Joaquin County is still rural with significant natural resources. Development and change will be incremental and will require collaborative efforts on the part of the County, property owners, and residents. The Plan also recognizes that the County's revenues and staff resources are limited, making it important to clarify priorities and invest strategically. Future development must occur in a way that makes the most of existing infrastructure and public facilities, minimizes impacts to agricultural and natural resources, expands opportunities for economic and job growth, restores and revitalizes unincorporated communities, and provides greater educational, recreational, and cultural opportunities to all San Joaquin County residents.

WHAT IS A GENERAL PLAN?

Purpose of this General Plan

The 2035 San Joaquin County General Plan is a legal document that serves as San Joaquin County's "blueprint" or "constitution" for all future land use, development, preservation, and resource conservation decisions. General plans must be comprehensive and long-term.

- **Comprehensive.** General plans are comprehensive both in their geographic coverage and in the range of subjects they address. In the case of the 2035 San Joaquin County General Plan, the geographic coverage is the County's Planning Area, which encompasses both incorporated and unincorporated territory that may directly or indirectly affect the County's future development or resource conservation. However, the County's general plan authority does not extend into the incorporated cities. Each city adopts and implements a general plan that covers land within its individual jurisdictions.
- **Long-Term.** General plans are long term in perspective. General plan time horizons vary, but typically range from 15 to 25 years into the future. In the case of this General Plan, the County has established the year 2035 as the Plan's time horizon.

Legal Authority and Requirements

State law requires each county and city to prepare and adopt a general plan for its physical development (Government Code Section 65300). General plans must address seven topics (referred to as "elements"), including land use, circulation, housing, open space, conservation, safety, and noise as identified in State law (Government Code Section 65302), to the extent that the topics are locally relevant. In addition, the cities and counties within the jurisdiction of the San Joaquin Valley Air Pollution Control District must also address air quality in their general plans. Jurisdictions within the Sacramento-San Joaquin Valley must also ensure their general plans are consistent with State laws regarding flood risk reduction (Government Code Sections 65865.5, 65962, and 66474).

Cities and counties may organize their general plans however they choose, and they may address all topics that the community deems relevant to its development, such as economic development, historic preservation, and urban design. Regardless of the format or issues addressed, all substantive parts of the plan must be consistent with

one another (i.e., internally consistent). For instance, the policies in the land use element must be consistent with those of the housing element, and vice versa.

San Joaquin County has organized its General Plan into four elements: Community Development; Public Facilities and Services; Public Health and Safety; and Resources. Under state law, once included in the General Plan, these elements carry the same weight of law as those that are legally mandated. Correspondence between the San Joaquin County 2035 General Plan elements and the legally-required general plan topics are shown in the table on the following page.

San Joaquin County General Plan Elements	General Plan Elements Required by State Law								
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Air Quality*	Optional Elements
Community Development Element	×		×	×	×			×	
Land Use (LU)	×			×	×			×	
County Areas and Communities (CP)	×							×	
Housing (H)			×						
Economic Development (ED)	×								
Public Facilities and Services Element	×	×						×	×
Transportation and Mobility (TM)		×						×	
Infrastructure and Services (IS)	×	×							×
Public Health and Safety Element						×	×		
Public Health and Safety (HS)						×	×		
Resources Element				×	×		×		
Natural and Cultural Resources (NCR)				×	×				
The Delta (D)				×	×		×		

**Air Quality is mandatory for cities and counties within the jurisdiction of the San Joaquin Valley Air Pollution Control District.*

IMPLEMENTING THE GENERAL PLAN

If the 2035 San Joaquin County General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This section includes an outline of the process for reviewing and updating the General Plan. This part also outlines requirements for implementing the General Plan consistent with its goals, policies, standards, and programs, and provides an overview of the types of actions or tools the County will use to implement the Plan's policies.

The horizon year for the 2035 General Plan (with the exception of the Housing Element) is 2035. This reflects the 20-year planning period for the General Plan. It is not a target or goal for build-out and the County may continue using and implementing the Plan beyond this time frame.

Carrying out the General Plan following its adoption requires a multitude of separate actions and ongoing programs involving virtually every County department and many other public agencies and private organizations. The legal authority for these actions and programs rests on two essential powers of local government: corporate and police powers. Local governments rely on corporate power to collect money through bonds, fees, assessments, and taxes, and spend money to provide services and facilities. Local governments use police power to, among other things, regulate the use of property (e.g., zoning) and building construction (e.g., building codes) in order to promote public health, safety, and welfare. The General Plan provides the formal and legal framework for the exercise of these powers by the County.

The Community Development Director has the authority to make formal interpretations of the General Plan text, policies, and diagrams, subject to appeal to the Planning Commission and Board of Supervisors. Decisions, as well as projects approved by the County, are not required to be consistent with every goal and policy in this General Plan. The Plan accommodates a wide range of interests and includes a clear and comprehensive set of principles to help guide land use and development decisions. In doing so, the General Plan sets forth many goals and policies addressing a broad range of topics. The Planning Commission and Board of Supervisors rely on the General Plan to determine whether a proposed project is in harmony or agreement with the County's goals and policies. No project or decision is expected to satisfy every General Plan policy, nor does State law impose such a requirement.

Implementation programs related to the goals and policies can be found in Part 4, Administration and Implementation. Goals, policies, and implementation programs contained in regional, community, and specific plans are more geographically specific and should be reviewed along with the General Plan goals and policies.

It should be noted that the abbreviations following each policy and program refer to the type of tools or actions the County can use to carry out the policies. These eight types of tools and actions are listed below and explained in detail in Part 4, Administration and Implementation.

- Regulation and Development Review (RDR)
- Plans, Strategies, and Programs (PSP)
- Financing and Budgeting (FB)
- Planning Studies and Reports (PSR)
- County Services and Operations (SO)
- Inter-governmental Coordination (IGC)
- Joint Partnerships with the Private Sector (JP)
- Public Information (PI)

REVISING AND AMENDING THE GENERAL PLAN

The General Plan is intended to be a living document. As conditions and needs change, the County will need to revise and amend the General Plan to eliminate or modify policies and programs or update diagrams. The General Plan must be flexible to respond to changing conditions and at the same time specific in guiding day-to-day land use and development decisions.

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted General Plan. The courts have supported and furthered this trend through their interpretations of State law.

Amendments to the General Plan may also be necessary to conform to State and Federal laws passed after adoption of the General Plan. The County will initiate some of these proposals itself; others will be initiated by property owners and developers. State law limits general plan amendments to four times per year, but each amendment can include multiple changes.

Amendments to the General Plan generally include substantive changes to the boundaries or location of any land use designation or circulation improvements within the Plan, or changes to the text, figures, or tables applicable to the goals, policies, and implementation programs contained in the Plan.

Similar to the adoption of the General Plan, general plan amendments are subject to environmental review, public notice, and hearing requirements, and must not result in inconsistencies with the rest of the Plan. Exceptions to this rule include amendments that allow development of affordable housing or comply with a court decision.

GENERAL PLAN RELATIONSHIP TO OTHER PLANS AND REGULATIONS

There are several State statutes and local and regional plans that influence land use and other policy decisions in San Joaquin County.

California Assembly Bill 32. The General Plan has been designed to meet the requirements of AB 32, in particular the requirement for local jurisdictions to address sustainability, greenhouse gas emissions reduction, and climate change adaptation. These topics are addressed by policies and programs throughout the General Plan, rather than in a single section.

Delta Protection Plan. The General Plan has been prepared consistent with State law, which requires it to incorporate and be consistent with direction contained in the 2010 Delta Protection Plan. The Delta Protection Plan guides projects impacting land use, agriculture, natural resources, water, levees, and utilities and infrastructure. General plans and development projects must be consistent with the Delta Protection Plan, and both are subject to review by the Delta Protection Commission.

Airport Land Use Plans. State law requires general plans to be consistent with adopted airport land use plans. The San Joaquin County Airport Land Use Commission (ALUC) is responsible for maintaining and implementing airport land use plans for the public airports within the county. The 2035 General Plan has been developed consistent with adopted airport land use plans, and includes programs for regular review and updates, as necessary, to maintain consistency with new or amended airport land use plans. Development projects within the jurisdiction of the ALUC, must also be consistent with adopted airport land use plans.

2014 Regional Transportation Plan/Sustainable Communities Strategy. Prepared by SJCOG with assistance from member jurisdictions and stakeholders, the 2014 Regional Transportation Plan (RTP) "Valley Vision San Joaquin" will be the first Regional Transportation Plan in San Joaquin County to include a Sustainable Communities Strategy (SCS), the result of the Sustainable Communities and Climate Protection Act of 2008 (i.e., SB 375). The SCS will coordinate future transportation projects and land use strategies to prioritize a multi-modal investment plan covering a 27-year period extending out to 2040.

The RTP is a long-range transportation plan that guides the region's transportation improvements over a minimum of 20 years and is updated every four years. Using growth forecasts and economic trends projected out over the Plan's time frame, the

RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. While the SCS land use scenario has no land use authority in San Joaquin County jurisdictions, SB 375 allows CEQA streamlining for projects in the county that are deemed consistent with the SCS.

City General Plans. Each city in San Joaquin County has control over the land use and development decisions within its city limits. In turn, each city has its own adopted general plan to guide these decisions. The County is committed to coordinating and cooperating with the Cities in those fringe areas which the Cities proposed for future annexations, but which are located within the unincorporated territory under County jurisdiction.

GENERAL PLAN ORGANIZATION

The 2035 San Joaquin County General Plan is divided into two volumes: Volume 1 – General Plan Policy Document and Volume 2 – General Plan Background Report.

Volume 1: Policy Document

Part 1. Introduction
Part 1 includes an introduction to San Joaquin County; explains what the General Plan is, how it is organized, and how it is used; and reviews the process that was used to develop the General Plan.

Part 2. Overview of San Joaquin County
Part 2 summarizes the existing and future conditions affecting development in San Joaquin County. It identifies the issues and the assumptions to be addressed in managing and developing the County's key resources. The issues are divided into the following six topics:

- Natural Environment
- Built Environment
- Institutional Environment
- People of the County
- Key Assumptions for the Plan
- The General Plan as a Response to Change

Part 3. Goals and Policies

Part 3 includes all of the Countywide goals and policies that are the heart of the 2035 San Joaquin County General Plan. These goals, policies, and programs address a broad range of topics required by State law and those that address unique local concerns. The Countywide goals, policies, and programs are divided into four topical chapters, or "elements", for easy reference. The elements are further broken down into sections, as seen below:

- Community Development Element
    - Land Use (LU)
    - County Areas and Communities (CP)
    - Housing (H)
    - Economic Development (ED)
- Public Facilities and Services Element
    - Transportation and Mobility (TM)
    - Infrastructure and Services (IS)
- Public Health and Safety Element
    - Public Health and Safety (HS)
- Resources Element
    - Natural and Cultural Resources (NCR)
    - The Delta (D)

Part 4. Administration and Implementation
The Administration and Implementation part of the General Plan contains procedures for maintaining and carrying out the General Plan in a systematic and consistent manner. The Administration and Implementation part of the General Plan is organized as follows:

- Introduction
- General Plan Maintenance and Monitoring
- General Plan Consistency in Implementation
- Categories of Implementation Actions/Tools
- Specific Implementation Programs

Volume 2: General Plan Background Report

The 2035 San Joaquin County General Plan Background Report is a "snapshot" of San Joaquin County's trends and conditions. The report provides a detailed description for a wide range of topics within the Planning Area, such as existing communities, demographics and economic development, land use, climate change, agriculture, housing, transportation and circulation, public services and utilities, natural resources, the delta, scenic resources, recreation and cultural resources, safety, and noise. The report provides decision-makers, the public, and local agencies with context for making policy decisions. Unlike the Policy Document, the Background Report is policy-neutral. Its purpose is to create a foundation or context for making policy decisions.

HOW TO USE THE GENERAL PLAN

The County General Plan is intended for use by all members of the community including residents, businesses, developers, County staff, and decision-makers. The organization of the General Plan allows users to find topics or sections that interest them and to quickly review county policies. All of the policies are interrelated and should be considered together when making planning decisions.

Residents

For San Joaquin County residents, the General Plan indicates the general types of uses that are permitted in their neighborhoods, the long-range plans and changes that may affect communities, and the policies the County will use to evaluate development applications. The General Plan indicates how the County will attract businesses that provide goods and services to meet daily needs and new jobs that are closely matched to educational skills and that lessen the need to commute to work. The General Plan informs residents how the County plans to improve transportation infrastructure, continue to provide adequate public services, and protect valued open spaces and natural resources.

Businesses

For San Joaquin County businesses, the General Plan outlines the measures the County will take to protect investments and encourage future success. Expectations for county business areas are spelled out, while policies ensure that business operations will be compatible with other businesses and nearby residential areas.

Developers

For developers within the county, the General Plan introduces the community, provides background information, and outlines development policies. It is important to review all maps and policies throughout the General Plan. In addition, developers should also review the Background Report and the San Joaquin County Development Title to get a complete perspective on how and where development may occur.

County Staff

The General Plan is used by County staff to determine if proposed development and public facilities projects are consistent with County policies. The General Plan establishes standards for internal County plans (e.g., infrastructure master plans) and operations. The General Plan is used by County staff as the basis for making

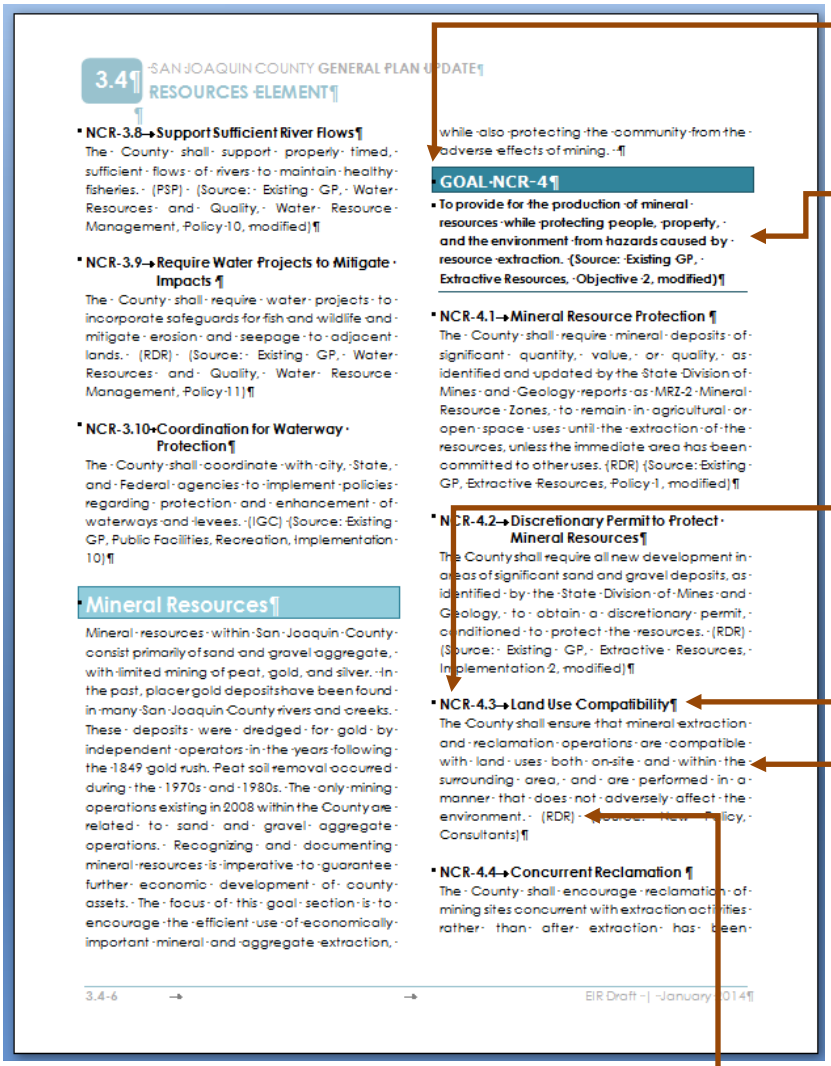
recommendations to decision-makers. The General Plan also provides short- and long-term implementation programs for which staff are responsible.

Decision-Makers

The General Plan is a tool to help the Board of Supervisors, the Planning Commission, and other boards and commissions make land use, environmental, and other decisions. All development decisions must be consistent with the General Plan. The General Plan is also intended to help other public agencies, such as the cities in the county, ALUC, SJCOG, Caltrans, and school districts, as they contemplate future actions in the unincorporated areas of San Joaquin County.

GOALS AND POLICIES READERS' GUIDE

The General Plan contains goals and policies that will be used by the County to guide future land use, economic development, and environmental protection decisions. A goal is a statement that describes in general terms a desired future condition or "end" state. Goals describe ideal future conditions for a particular topic and tend to be very general and broad. A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal.



3.4 SAN JOAQUIN COUNTY GENERAL PLAN UPDATE
RESOURCES ELEMENT

NCR-3.8 Support Sufficient River Flows
The County shall support properly timed, sufficient flows of rivers to maintain healthy fisheries. (PSP) (Source: Existing GP, Water Resources and Quality, Water Resource Management, Policy 10, modified)

NCR-3.9 Require Water Projects to Mitigate Impacts
The County shall require water projects to incorporate safeguards for fish and wildlife and mitigate erosion and seepage to adjacent lands. (RDR) (Source: Existing GP, Water Resources and Quality, Water Resource Management, Policy 11)

NCR-3.10 Coordination for Waterway Protection
The County shall coordinate with city, State, and Federal agencies to implement policies regarding protection and enhancement of waterways and levees. (IGC) (Source: Existing GP, Public Facilities, Recreation, Implementation 10)

Mineral Resources

Mineral resources within San Joaquin County consist primarily of sand and gravel aggregate, with limited mining of peat, gold, and silver. In the past, placer gold deposits have been found in many San Joaquin County rivers and creeks. These deposits were dredged for gold by independent operators in the years following the 1849 gold rush. Peat soil removal occurred during the 1970s and 1980s. The only mining operations existing in 2008 within the County are related to sand and gravel aggregate operations. Recognizing and documenting mineral resources is imperative to guarantee further economic development of county assets. The focus of this goal section is to encourage the efficient use of economically important mineral and aggregate extraction, while also protecting the community from the adverse effects of mining.

GOAL NCR-4

To provide for the production of mineral resources while protecting people, property, and the environment from hazards caused by resource extraction. (Source: Existing GP, Extractive Resources, Objective 2, modified)

NCR-4.1 Mineral Resource Protection
The County shall require mineral deposits of significant quantity, value, or quality, as identified and updated by the State Division of Mines and Geology reports as MRZ-2 Mineral Resource Zones, to remain in agricultural or open space uses until the extraction of the resources, unless the immediate area has been committed to other uses. (RDR) (Source: Existing GP, Extractive Resources, Policy 1, modified)

NCR-4.2 Discretionary Permit to Protect Mineral Resources
The County shall require all new development in areas of significant sand and gravel deposits, as identified by the State Division of Mines and Geology, to obtain a discretionary permit, conditioned to protect the resources. (RDR) (Source: Existing GP, Extractive Resources, Implementation 2, modified)

NCR-4.3 Land Use Compatibility
The County shall ensure that mineral extraction and reclamation operations are compatible with land uses both on-site and within the surrounding area, and are performed in a manner that does not adversely affect the environment. (RDR) (Source: New Policy, Consultants)

NCR-4.4 Concurrent Reclamation
The County shall encourage reclamation of mining sites concurrent with extraction activities rather than after extraction has been

3.4-6 → EIR Draft – January 2014

GOAL NUMBERING
Each goal starts with the element acronym and is followed by the letter identifier of the goal.

GOALS
Each goal has one or more policies associated with the goal. A goal states the ultimate purpose of an effort in a way that is general in nature and immeasurable. Each section (topic area) of the plan has only one goal.

POLICY NUMBERING
Continuing from the goal letter, the policy number is shown as the last number, supporting the goal it follows.

POLICY TITLE
Each policy contains a leading title in bold for a quick reference to the policy text. Policy titles are not part of the policy direction.

POLICIES
Each policy is associated with a specific goal. A policy is a specific statement guiding action and implying clear commitment.

IMPLEMENTING ACTION TAG
Each policy is followed by a set of letters in italics/parenthesis that identifies the type of tool or action the County will use to implement the policy. See Part IV for details on the types of tools the County will use to implement the General Plan.

IMPLEMENTATION PROGRAMS READERS' GUIDE

To help ensure that necessary actions are taken to implement the General Plan, Part 2 of the General Plan includes a number of implementation programs. Implementation programs identify the specific steps to be taken by the County to implement the goals and policies of the Plan. They may include revisions of current codes and ordinances, capital improvements, programs, financing, and other measures that are assigned to different County departments after the General Plan is adopted. The types of tools or actions the County can use to carry out its policies and implementation programs generally fall into eight categories. These are explained in detail in Part 4, Administration and Implementation, along with the specific implementation programs.

TABLE NUMBER AND NAME
Each section begins with a new table number and section name.

IMPLEMENTING ACTION TAG
Each implementation program is followed by a set of letters in italics/parenthesis that identifies the type of tool or action the County will use to implement the program. See Part IV for details on the types of tools the County will use to implement the General Plan.

TIMELINE
Identifies an estimated time frame for when the implementation program will be completed. Implementation programs may not be completed as indicated due to budget or resource constraints.

Community Development Element Table 4.1: Land Use		2015-2016	2017-2020	2020-2035	Annual	Ongoing
Program LU-A: Development Title Consistency. The County shall update the Development Title to ensure consistency with the General Plan Land Use Diagram and the policies in the General Plan. (RDR) (*Source:* New Program)						
Implements Which Policy(ies)	LU-1.1	X	○			X
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					

IMPLEMENTATION PROGRAM
Specific action(s) the County will take to implement the General Plan.

RESPONSIBLE DPARTMENT(S)/ SUPPORTING DEPARTMENT(S)
Identifies which County department(s) are responsible to see the specific implementation is completed and which County department(s), if necessary, will support the responsible department.

SUPPORTING POLICY(IES)
Identifies which policy(ies) the implementation program supports.

HOW THE GENERAL PLAN WAS PREPARED

San Joaquin County initiated a comprehensive update of its 2010 General Plan in June 2008. The update program focused on preparing a revised plan that reflects the County's changing economic and demographic conditions while retaining the community's values and desires.

Public Outreach

When a general plan is written or amended, State law requires that the planning agency provide opportunities for public involvement through public hearings or other methods. Since public input is vital to the successful implementation of any general plan, San Joaquin County made a considerable effort to involve the public throughout the process. The public provided County staff and the General Plan consultants with direction at key points throughout the General Plan Update effort. Public input, especially in terms of community values, served as the foundation from which County staff and the Consultants developed goals, policies, and programs.

The General Plan outreach program included community workshops, focus group meetings, Board of Supervisors/Planning Commission Study Sessions, a General Plan Update website, and printed and electronic newsletters. The details of these outreach efforts are described below.

Community Workshops

San Joaquin County held three series of community workshops during the General Plan Update process. Each series included 14 workshops at different locations throughout the County. Summaries of each of the workshops can be found on the General Plan Update website.

The first workshop series, held October and November 2008, helped kick off the General Plan Update process. Diverse groups of people attended 14 workshops across the county to offer their input on what they liked and didn't like about their communities and what important issues should be addressed in preparing the General Plan. The workshops presented an overview of how general plans work and gathered input on the assets, issues, and opportunities in the county.

In August and September 2009 San Joaquin County held the second set of General Plan workshops. Over 14 workshops County staff gained input on the Vision and Guiding Principles for the General Plan Update. The guiding principles represent the County's core values and establish benchmarks for the General Plan goals and

policies. Based on the input received during the workshops, staff prepared the Vision and Guiding Principles document, which guided the remainder of the General Plan Update.

The third and final workshop series was held in March, April, and May 2011. This series focused on gathering community feedback on the alternative growth scenarios outlined in the Alternatives Report. Each workshop began with a presentation by the General Plan Update consultants, who provided an overview of the General Plan update process and described the four growth alternatives that were released for public review in March 2011. Following the presentation, workshop attendees participated in interactive exercises designed to solicit feedback on the growth alternatives.

The input gathered at the community workshops was essential to the General Plan Update process. Residents, business owners, and other community members provided invaluable feedback that helped shape the vision and direction of the County General Plan.

Focus Group Meetings

During the General Plan Update, the County engaged local stakeholders and professionals with expertise and experience in specific issues for focused discussions. These focused discussions were organized around five topics: Agriculture; Natural Resources and the Delta; Land Use, Housing, and Economic Development; Transportation and Circulation; and Services, Utilities, and Safety. Each of the five Focus Groups consists of 12-20 members who provide technical and policy input to County staff and the Consultants. The focus groups met twice during the General Plan Update.

On May 28 and June 3, 2009, the first of four sets of Focus Group meetings for the Plan Update took place. Each meeting began with a greeting from County staff, followed by a short overview presentation by Mintier Harnish, the General Plan Update consultants. The consultants presented an overview of the Update process and the role of the Focus Groups members. Focus Group members then explored, in an open discussion, the issues and opportunities that the General Plan Update should address and be included in the Issues and Opportunities Report. The meetings were open for public observation and several community members also provided comments.

On March 29 and 31, 2011, the County held the second round of Focus Group meetings to discuss the General Plan Update Alternatives Report. Each meeting began with a greeting from County staff, followed by a short overview presentation by the General Plan Update consultant. The consultants presented the status of the Update process and the purpose of the Alternatives process. Focus Group members then explored, in an open discussion, different growth options and implications and preferences for how the County should grow and develop in the future. The meetings were open for public observation and several community members also provided comments.

Planning Commission and Board of Supervisors Study Sessions

The County facilitated a series of joint and individual study sessions with the Planning Commission and Board of Supervisors throughout the Update process. These study sessions allowed the Planning Commission and Board of Supervisors an opportunity to provide direction to County staff and the General Plan Update consultants at key points in the process. They also provided an opportunity for members of the public to provide comments to the County decision-makers in open public sessions.

Public Hearings

The County will hold formal public hearings with the Planning Commission and Board of Supervisors to consider the General Plan and Environmental Impact Report (EIR).

Project Webpage

The County posted General Plan Update information, meetings schedules, and documents at www.sjcgpu.com. This webpage provided a one-stop location to get the latest information on the progress of the process. The webpage provided background information on the general plan update process, frequently asked questions, up-to-date information on upcoming events, and allowed residents to download copies of meeting minutes/agendas and documents/reports.

Newsletters

During the General Plan Update, the County published three newsletters that provided an overview of the Update status and progress. The newsletters were posted on the General Plan Update webpage and distributed throughout the community and at the community workshops.

Milestone Documents

Issues and Opportunities Report

The Issues and Opportunities Report summarizes the key issues and opportunities that have major policy implications for San Joaquin County. The purpose of the Report is to focus community attention on key physical, environmental, economic, cultural, social, and planning-related issues and opportunities. Accompanying the Report is a Community Profile summary that provides a profile of defined rural communities, urban communities, and city community areas (i.e., unincorporated "fringe" areas adjacent to city limits).

Alternatives Report

On March 3, 2011, the County published the General Plan Update Alternatives Report and the Alternatives Report Technical Appendices. The Alternatives Report describes four growth alternatives that present different future development patterns to accommodate growth in the County through 2035. The purpose of the alternatives is to stimulate a discussion concerning future growth options and to help residents, the Planning Commission, and the Board of Supervisors determine a philosophy and course of action to guide future development within the County.

Recommended Alternative Whitepaper

The Planning Commission Recommended Alternative whitepaper is the result of community input on the Alternatives Report and direction by the Board of Supervisors to prepare recommendations on a preferred growth alternative. The Planning Commission Recommended Alternative is based on professional experience and expertise of County staff and the General Plan Update Consultants and community feedback gathered during five focus group meetings, 14 community workshops, a community survey, and study sessions with the Planning Commission. The whitepaper describes how the Planning Commission Recommended Alternative was developed, details its key features, and evaluates its potential impacts. It also identifies and provides options to address four major policy issues that influence the Planning Commission Recommended Alternative. The Board of Supervisors will use the Planning Commission Recommended Alternative to refine the County's approach to growth and development, and prepare the updated General Plan policies and land use and circulation diagrams.

Land Use Designation Change Summary

The Final Land Use Designation Change Request Summary is an inventory of property owner requests to change the land use designations of their properties as part of the General Plan Update. The Summary provides information on each request received to date and evaluates whether it is consistent with the Recommended Alternative. The summary also includes Planning Commission and County Staff recommendations for each request, and the Board of Supervisors direction on whether the change requests should be carried forward as part of the General Plan Update.

Draft Policy Document

The 2035 San Joaquin County General Plan Policy Document contains the goals, policies, and implementation programs that guide the County's future land use and environmental decisions. The Policy Document is the culmination of all the work and input received in the Issues and Opportunities report, Alternatives Report, Alternatives Whitepaper, and Background Report.

The Policy Document will replace Volumes I and II of the 2010 General Plan.

Draft Background Report

The Background Report is a compendium of information (i.e., a "snapshot") of existing conditions in the County. It provides a detailed description of a wide range of topics within the County, such as demographic and economic conditions, land use, public facilities, and environmental resources. The report provides decision-makers, community members, and local agencies with context for making policy decisions. Unlike the Policy Document, the Background Report is intended to be policy-neutral. It is not intended to provide policy direction or recommendations.

The Background Report will replace Volume III of the 2010 General Plan and be used as the existing setting section of the General Plan environmental impact report (EIR).

Environmental Impact Report

Prepared consistent with the requirements of the California Environmental Quality Act (CEQA), the Environmental Impact Report (EIR) analyzes the potential significant environmental impacts of the proposed General Plan policies and programs and identifies measures to mitigate those impacts. The EIR, to the greatest extent feasible, also evaluates the cumulative impacts, growth-inducing impacts, and irreversible significant effects on the environment of subsequent projects. The EIR is not part of the 2035 General Plan.

POLICY DOCUMENT PART 2

Overview of San Joaquin County

This chapter lays out the Vision for San Joaquin County through 2035 and briefly summarizes the existing and future conditions affecting development in the County. It identifies the issues and assumptions to be addressed in managing and developing the County's key resources. The concept of resources as described here is broadly applied. It includes not only natural resources, but also the people and job opportunities available within the County, as well as the governmental and institutional relationships that have emerged. This chapter concludes with the key assumptions of the Plan and with an explanation of how the General Plan can be a valuable instrument in confronting these existing and future challenges.

General Plan Vision

The overarching Vision of the General Plan is that San Joaquin County will be the agricultural heart of California with sustainable and abundant water resources, desirable and safe communities, a strong and globally-connected economy, and thriving and pristine natural resources.

As the agricultural center of California, San Joaquin County's farmland and agricultural heritage are preserved. Farms continue to produce a diverse array of the highest quality agricultural produce and products. Both traditional and innovative agricultural practices flourish throughout the County. Residents understand, appreciate, and are proud of the role agriculture plays in the history and economy of the County.

The County's economy is diverse and strong in its global role as: a source of food and agricultural commodities; a destination for tourists (The Delta, Agritourism, Wineries); and a supply of high-tech and "green" manufactured products. Expanded educational opportunities and a highly interconnected shipping system provide a broad range of jobs across diverse industries, including those related to small, local businesses and new start-ups. Excellent schools and leadership programs prepare youth as the next generation of the County's workforce.

San Joaquin County is linked to regional, state, and international destinations through an extensive network of roads, railways, waterways, and airports. Residents and businesses throughout the County are connected to the world through high-speed communications infrastructure. Communities are internally connected through an efficient and safe system of roadways, bridges, transit, bikeways, and pedestrian trails and sidewalks. County residents and farm equipment move together safely on well managed and maintained roads.

Natural assets, such as air quality, the Delta, river corridors, and soils, are preserved and residents are aware of their importance. Aggregate resources supply the long-term development needs of the region and state. Energy efficiency and use of alternative modes of transportation conserve energy resources, and new, sustainable energy resources are fully developed, providing clean and inexpensive energy.

The County values and protects its natural and cultural resources with expanded opportunities for residents and visitors to enjoy the County's heritage and natural setting. Recreation opportunities, such as the Delta, waterways, and regional parks are available and accessible to all County residents and visitors. Surface and groundwater

resources are of high quality and available and sufficient to meet the County's water needs. Agriculture, residents, and natural habitats receive a continuous, cost effective, and adequate supply of clean water. The groundwater basin is rejuvenated and maintained in a state of equilibrium. Groundwater recharge is in harmony with pumping and saltwater intrusion is an issue of the past.

The Delta is a "Place" of statewide significance and maintains its historical role in the County. Delta channels convey water which supports a thriving agriculture industry, diverse wildlife populations, world-class recreational opportunities, navigable boating routes, and the transportation of commercial goods. Fortified and well-maintained Delta levees provide safety and security to residents, patrons, infrastructure, and crops.

Communities and cities maintain their unique geographic identities, separated by agriculture and open space lands. Growth and development occurs predominantly within and adjacent to existing communities and cities. New development is carefully planned, including the establishment of community services and facilities, in keeping with existing community character. Every community is a desirable place to live because of its range of housing choices, local job opportunities, access to services and shopping, great schools and parks, and sufficient infrastructure. Residents and businesses celebrate the rural heritage and small-town feel of their communities and the ethnic diversity of residents.

Finally, San Joaquin County is celebrated for the health and well-being of its residents. Residents and businesses proactively minimize their impacts on climate change and air quality. The County maintains plans and safeguards against potential hazards, such as flooding and wildland fires.

Natural Environment

Landform

San Joaquin County occupies a central location in California's vast agricultural heartland, the San Joaquin Valley. The County encompasses nearly 920,000 acres (or about 1,440 square miles) of relatively level, agriculturally productive lands. The foothills of the Diablo Range define the southwest corner of the County, and the foothills of the Sierra Nevada lie along the County's eastern boundary.

Agriculture

Created by sediments that have washed out of the major rivers that drain the area, the valley is characterized by rich agricultural soils and farming activities. Fruit and nut crops, field crops, and livestock and poultry are the mainstays of a vibrant and dominant agricultural economy, and contribute to the County's ranking among the State's top ten counties in gross farm receipts.

Level, well-drained soils, however, are also prime areas for urban development. Although urbanized areas comprise a relatively small proportion of the County, the tremendous growth pressures in the San Francisco Bay Area, coupled with the absence of affordable housing there, have made San Joaquin County a highly attractive location. The encroachment of urban uses into farming areas not only means the loss of productive soils but also the greater potential for land use conflicts, since new residents do not want to contend with normal agricultural operations which generate dust, noise, and odors. In addition, large agricultural parcels are divided into smaller lots. Intended to create "ranchettes" or hobby farms or to provide homesites for family members, the parcelization of the land into parcels 10 acres or less in size effectively frustrates efficient use of the land for commercial agriculture. The costs of operations and support services may then increase, which lead to further pressure to sell or subdivide.

Surface Waters

The County is interlaced with a complex network of creeks, rivers, and canals, which define the character and landscape almost as much as the vast acreages devoted to agriculture. The County's major rivers, the San Joaquin, the Mokelumne, the Calaveras, and the Stanislaus, all lead to the Sacramento-San Joaquin Delta in the western half of the County. It is in this region, at the confluence of the Sacramento and San Joaquin Rivers, that about one-half of the State's entire runoff water volume passes and

supports the biologically and agriculturally rich Delta. The waterways provide recreation opportunities, scenic beauty, and water for municipal, industrial, and agricultural users.

Both the Delta-Mendota Canal and the California Aqueduct carry tremendous volumes of water from the Delta area to the south. A complex, controversial issue that has raged for years is how much water can be diverted and channelized without adversely affecting water quality in the Delta and the Delta fisheries. As the demand grows to transport water to the south to satisfy agricultural needs and an ever-exploding population, the need to develop and implement environmental safeguards for the County's waterways will become even more critical.

Groundwater

Groundwater in Eastern San Joaquin County supports much of the County's agricultural, rural, and municipal and industrial water needs especially in dry years when surface water sources are depleted. The Sustainable Groundwater Management Act (SGMA), passed by the California Legislature and signed by Governor Brown in 2014, requires local government to manage groundwater sustainably. The County is active in the organization of local districts and cities to meet the requirements of SGMA. Local agencies intend to continue to build upon past groundwater management actions such as improved water use efficiency and water demand reduction as well as the construction of additional facilities to utilize surface water when available thus reducing reliance on groundwater. The County supports these ongoing efforts locally and regionally to sustainably manage its groundwater resources.

Plant and Animal Life

The County has diverse vegetation and wildlife habitats. The species vary with the County's geographic subregions, the Delta, the southwest foothills, the Sierra Nevada foothills, and the Valley floor. Because of the pervasiveness and proximity of the waterways, fisheries and sport fishing areas are common in the county. The Delta is essential as a habitat for catfish and other resident fish, as spawning grounds for striped bass, and as an access from the ocean for salmon and other anadromous fish to the rivers of the Sierra Nevada. The Delta is one of the State's most biologically productive areas because of its unique setting at a point between a freshwater and saline environment. The marshlands serve as a habitat for several rare and endangered species, including the giant garter snake, the black rail, and the greater Sandhill Crane. The vegetative communities along the Delta and rivers provide food

and cover for a large number of birds, fish, and mammals. The Delta waterways and adjacent farmland are also a major wintering area along the Pacific Flyway, one of North America's primary waterfowl migration routes.

The southwest foothills of San Joaquin County contain a desert-like habitat of chaparral, grassland, and woodlands. It is significant because it represents the northernmost range of this type of habitat in the state. The foothills are inhabited by mule deer, the only big game species in the County, the endangered San Joaquin kit fox, and other protected species. In recognition of its biological significance, the State has created the Corral Hollow Ecological Reserve in this area.

The Sierra Nevada foothills at the eastern end of the County contain a mixture of grasslands, scattered woodlands, and riverside riparian habitats, which provide food and cover for the local reptiles, raptors, deer, and fish. Many of the Valley floor's native plant and wildlife species have been disrupted by agricultural activities and urbanization. However, there remain several significant stands of Valley oaks.

The ability of natural resources to sustain and regenerate themselves in the face of commercial agriculture or urbanization is extremely limited. The encroachment of development into sensitive habitat areas for plants and wildlife can eliminate these species or create stresses on the species that make it difficult to survive.

Extractive Resources

The State has identified a number of regionally significant sand and gravel aggregate resource areas in the County. Their importance is borne out in the County's increasingly greater share of the State's production of sand and gravel. The extraction sites are concentrated in three areas, at the northeastern end of the County along the Mokelumne River, along the San Joaquin River west of Manteca, and to the south and southwest of Tracy. The most significant of these lies near Tracy. The County is fortunate to have these deposits rather than having to import them and increase the cost of development. The deposits should be protected until they are excavated. Their excavation, however, is not without potentially significant impacts. These deposits often occur within prime agricultural lands, in sensitive plant and animal habitats, in recreational areas, or in the path of urban development.

It is, therefore, necessary to strike a balance between environmental protection and economic production. The State, the County, and the City of Tracy enforce regulations geared to regulate the operations at these mining sites and to reclaim the site once the resource is exhausted.

San Joaquin County has also long been an active site for natural gas extraction. As early as 1854, when a water well drilled in Stockton yielded water and gas, there has been interest in the County's gas fields. Most of the gas is extracted from fields in the Delta.

Climate

San Joaquin County has a dry climate, marked by very little rain. Its summers are long and dry (with a growing season averaging 290+ days around Stockton), and colder, rainy weather is typical between November and April. Average annual rainfall ranges from 8 inches a year in the southern part of the County to 18 inches in the northern part. The temperature ranges from average daily maximums of 94 degrees to average daily minimums of 59 degrees in June and from average daily maximums of 53 degrees to average daily minimums of 36 degrees in January.

The warm temperatures, the prevailing wind, and the County's location in an enclosed valley are critical factors in the County's ambient air quality. From May to October high ozone levels are common due to the intense sunlight and heat. Between October and January, weather conditions commonly trap air pollutants near the earth's surface. Dust from spring winds and agricultural operations account for most of the area's particulates. The concentrations of ozone, particulates, and carbon monoxide exceed the national standards and consequently require that the County have a program to reduce the pollutants to meet the standards.

Built Environment

San Joaquin County was originally occupied by the Native American tribes of the Northern Valley Yokuts. Arrival of the Europeans was marked by French-Canadian trappers/hunters in the early 1800s. Concurrently, Mexican land grants covered over 100,000 acres, the largest being Campo de los Franceses. These "rancho" grants on which cattle and horses dominated were characteristic of the State's economy during the 1830s and up until the time of the Gold Rush in the late 1840s and 1850s. During the mid-1800's, San Joaquin County was a frequent stop along the main stagecoach roads, which connected Stockton, Lodi, Lockeford, Farmington, Lathrop, Banta, Manteca, and Tracy. It was during this period, in 1850, that the city of Stockton incorporated as the County's first city. Many of the County's communities have developed along these former transportation and trade routes.

Today, the County is a leading agricultural producer, but is undergoing a transformation to a more industrial and service economy. The County's population is

concentrated largely in its seven cities: Stockton, Tracy, Manteca, Lodi, Escalon, Ripon, and Lathrop.

Tracy, Lathrop, Manteca, Ripon, and to a lesser extent Stockton, have experienced the greatest growth as they feel the first wave of out-migration from the Bay Area. A number of unincorporated communities, many of whose origins are traced to serving surrounding agricultural activities, function as important residential and employment centers. Stockton has traditionally been and continues to exist as the financial, governmental, cultural, and commerce center of the County. At the hub of an extensive railroad network and containing the State's largest inland deepwater port, Stockton plays a principal role in the County's economic well-being.

State Route 99 and Interstate 5, two of the State's major north-south roadways, pass through San Joaquin County, offering the County excellent access in both these directions. Interstates 205 and 580 provide direct connections to the San Francisco Bay Area to the west. Combined with three transcontinental railroads, with Amtrak Service, ACE Train service, an intercity bus line, a metropolitan airport, and a port connecting to the Pacific Ocean, the County is strategically located to continue its major role in intra- and interstate trade. This regional transportation network in conjunction with relatively low land costs has attracted nonagriculturally related industrial development. Historically, food processing has been one of the area's largest manufacturing activities. Now, a greater emphasis on durable goods including electronics manufacturing is being witnessed.

The increasingly closer linkages with the San Francisco Bay Area, the Sacramento metropolitan area, and the larger Central Valley are beginning to strain the County's infrastructure, that is, its roads, water supply systems, wastewater treatment facilities, and drainage systems. Several deficiencies in the circulation system have become evident. Moreover, the ability to upgrade and expand water supply systems and wastewater treatment plants to accommodate the new growth has been greatly hampered by their high costs. If the County is to sustain this growth and achieve a more diversified economic base, new financial and regulatory mechanisms must be established to ensure timely and cost-efficient provision of, and improvements to, the County's infrastructure.

Institutional Environment

Board of Supervisors

The Board of Supervisors is the cornerstone of any policy formulation and implementation in the County. It is the Board through its decision-making authority that will affirm the policy direction and priorities contained in the Plan. The Board is ultimately responsible for adoption of the General Plan, as well as the regulations, capital improvement programs, administrative and review procedures, and financing mechanisms that are proposed by the Plan. The Board's authority to establish policy, set funding priorities, and enact ordinances is critical for implementation of the planning program.

The Planning Commission

The Planning Commission is responsible for shaping the Plan and forwarding it to the Board for its approval. More critical is the Commission's role to ensure that all subsequent development applications are consistent with the goals, objectives, and policies expressed in the Plan. Through this authority, it is the Planning Commission and its planning staff that ensures that the Plan is implemented on a day-to-day basis – that the appropriate land uses are proposed in the proper locations, that the appropriate levels of service are provided, that the proposed uses conform to development regulations, and that the environment has been adequately protected.

The County Staff

The Board and the Commission are assisted by the various County departments, which are responsible for reviewing development applications and advising the Planning Commission on their conformity with County policy. The following descriptions identify those agencies that are of paramount importance in the formulation and implementation of the Plan.

- County Administrator's Office is responsible for ensuring the County maintains a strong fiscal position and can finance public improvements.
- County Community Development Department is responsible for ensuring that development applications comply with development standards and policies, for proposing planning policies and General Plan and ordinance amendments for consideration by the Commission, and for inspecting buildings for conformance with building standards.
- County Public Works is responsible for ensuring that public facilities and utilities, such as roads, water supply, sewerage, and drainage, are properly designed to accommodate the projected development.
- Environmental Health Division is responsible for ensuring that private water supply and waste disposal systems are adequately designed to protect public health and safety.
- The Sheriff's Office and the County Fire Warden are responsible for recommending development standards and for ensuring that there is adequate staffing and equipment to respond to public safety threats.

Other Jurisdictions

A number of special purpose local governments, such as water districts, community services districts, sanitary districts, and municipal advisory councils, indirectly affect land use decisions through their provision of services or recommendations. The following agencies have major importance for countywide development:

- The San Joaquin County Council of Governments, a regional confederation of the County and the seven cities, is responsible for transportation planning, as well as for the Airport Land Use Plan and other regional planning activities.
- The Local Agency Formation Commission is responsible for reviewing and approving boundary changes such as annexations and spheres of influence to ensure orderly urban development and efficient provision of services.
- Each of the seven cities in the County has land use jurisdiction within its own incorporated areas. Because of issues of land use compatibility, service provision, transportation, and environmental management, the cities and County must closely coordinate their planning efforts. In addition, each city defines a "sphere of influence" beyond its city limits. It is within this sphere of influence that the city expects to ultimately grow and provide services. Addition of the unincorporated areas within a city's sphere to the city occurs through annexation. These "fringe" areas around cities require special land use consideration, because they lie within the County's jurisdiction, but are ultimately to be part of the cities.
- The State government operates at two levels in San Joaquin County. One level is the exercise of direct control over lands it owns within the County, such as parks, other recreational facilities, and ecological reserves. On the other, more significant level, it operates through various State agencies concerned with transportation planning, air and water quality, solid waste management, water resources, and wildlife resources.

People of the County

Immigration patterns have resulted in an ethnically diverse population in the County.

In the middle 1800s many first and second generation European immigrants came to California and Stockton for the Gold Rush. In the late 1800s many Chinese moved to the County after the transcontinental railroad was built to build the levees in the Delta. Sikhs came from northwestern India around 1900 to become a prominent labor force in the Delta farmlands. Their principal sanctuary in the United States is located in south

Stockton. During the 1930s Stockton had the largest population of Filipinos outside of the Philippines.

Since the end of the Vietnam war in 1975, approximately 30,000 Southeast Asians have moved to San Joaquin County. The County has large ethnic populations of Hispanics, African-Americans, Asians, and Native Americans.

The latest influx of immigrants is not an ethnic immigration, but is an immigration from the crowded urban Bay Area into the Central Valley. This immigration is generally of persons of higher education and technical skills. These groups usually want to have all the amenities one finds in a large urban area that may not be available in the County at this time.

The County population is concentrated in the urban areas, primarily located in the central one-third of the County, between State Route 99 and Interstate 5. The percentage of people living in the unincorporated areas has decreased, but a substantial percentage still resides there. Most of these people live around the fringes of Stockton, in Mountain House, or in other unincorporated urbanized communities.

San Joaquin County grew rapidly from 1990 to 2010, by 42.6 percent, compared to a 25.2 percent increase statewide. The county grew from a population of 480,628 in 1990 to 685,306 in 2010, an increase of 204,678. Overall, San Joaquin County grew an average of about 1.8 percent annually from 1990 to 2010, compared to California with a rate of 1.1 percent. In the incorporated areas of the County, Stockton experienced the greatest population growth, with an increase of 80,764 between 1990 and 2010. Escalon experienced the lowest amount of growth, with a population of 4,437 in 1990 to 7,132 in 2010, an increase of 2,695.

Key Assumptions for the Plan

This section identifies some of the key assumptions helping to define the planning framework and provides the context for some of the policies that are proposed in this Plan.

Population Growth

The County will grow rapidly during the planning period. The County assumes the total population in 2035 will be about 945,300. This equates to an average annual population growth rate of 1.5 percent, which is approximately 25 percent more than the State's projected annual average growth rate of 1.2 percent between 2012 and

2035. Between 1960 and 1980 the County grew at an average annual rate of about 2 percent. Between 1980 and 1990 the average annual growth rate was 3.3 percent.

Between 1990 and 2000 the County grew at an average annual rate of about 1.6 percent. Between 2000 and 2010 the average annual growth rate was 2 percent. It is not believed that this growth rate will continue through the 20-year planning period of this General Plan.

Source of Population Growth

People migrating in from other places will continue to be the primary source of population growth, as opposed to natural increase (births less deaths) of the existing population. A substantial amount of the projected population growth will be attributable to employment opportunities in the Tri-Valley area, west of San Joaquin County. Studies undertaken by the San Francisco Bay Area Association of Governments reveal that more than 187,990 new homes must be built in the nine-county Bay Area by 2022 if the region wants further economic growth. The prospects for accomplishing this target are grim. Significantly, the greatest needs are projected for Alameda, Contra Costa, and Santa Clara Counties–those closest to San Joaquin County. The net effect will be continued pressure on San Joaquin County to supply the housing. A lesser amount of the new population growth will be due to employment in the Sacramento area.

Distribution of Population

The geographical location of each planning area influences the demographic trends within the County. For example, there are six planning areas located along major corridors (Interstate 5 (I-5) and State Route 99 (SR-99)): Lodi, Stockton, Lathrop, Manteca, Tracy, and Mountain House. Population growth is mostly concentrated within these planning areas, while growth within agricultural-based communities, such as Thornton and the Delta, is low and growing at a slower rate. Incorporated cities are growing faster than the unincorporated areas; cities within the County have all experienced significant growth in the past 20 years, with 87 percent of the growth focused in the incorporated cities. A small portion of the growth will occur in the County's existing unincorporated communities, particularly those that are planned to be substantially expanded. The planning area with the greatest growth potential is Mountain House, which is projected to grow rapidly at an annual rate of 8.4 percent through 2025, as the new-town community develops over time, compared to the County's estimated rate of 2.5 percent annually. Growth continues to persist in the southern part of the County reflecting the area's proximity to the San Francisco Bay

Area, and particularly to the burgeoning Tri-Valley Area. As more county residents are locally employed, the County's northern and eastern communities will experience growth.

Employment Growth

The rapid increase in population will be accompanied by subsequent increases in employment, as jobs follow the migration of population into the area. San Joaquin County Council of Governments projects that by 2035 employment by place of work is expected to rise to 312,799, an average annual increase of 1.5 percent from the 2010 base figure of 213,956.

According to the California Employment Development Department, San Joaquin County makes up about 43 percent of employment within the northern San Joaquin Valley; however, the number of jobs in the County grew slower than any other Valley county at 1.7 percent annually during the period from 1990 to 2007. Although employment may not be increasing as quickly as other San Joaquin Valley counties, County unemployment is among the lowest in the region.

Business Sector Growth

The Transportation and Utilities sector and the Services sector are projected to play a stronger role in the County's future economic base, with an average annual growth in jobs of 1.9 percent through 2035. While agriculture will continue to function as a major source of economic output and revenues, it is projected the County will experience significantly more growth in the commercial sectors of retail, service, and office, and in manufacturing. The shift to a more service-oriented economy mirrors the changes projected for the State.

Distribution of Employment

The location of future jobs should closely follow population growth. Projected growth is expected to be absorbed largely by the cities, including Stockton, Lodi, Tracy, and Manteca, as well as those new communities that are able to attract employment with housing. Between 2010 and 2035 SJCOG data show that of the total projected countywide population, about 88 percent of growth will occur in cities. Average annual growth rates of these cities' population will also increase at a slightly faster rate than that of the unincorporated County. More robust growth is expected in Lathrop, Tracy, and Manteca, as those cities have planned capacity for future residential development.

Despite projections of robust population growth, there exists an imbalance between jobs and population growth in San Joaquin County; population growth is occurring without corresponding employment growth. Population growth without corresponding employment growth is an indication of market forces, for example housing affordability or cost of living issues, or policy-related barriers to economic development.

Growth Accommodation

The County will encourage and support new growth provided that the growth is consistent with the County's policies and development requirements. Services must be made available, development must occur in a fiscally responsible manner, and environmental quality should not be impaired. Local growth control measures will affect the distribution of population.

Public Services

Population growth and economic development will continue to impose demands on currently overtaxed public services. It is increasingly difficult for the County to finance and provide new development with public services, and previous sources of State and Federal funding have been eliminated. Moreover, since much of the new population is coming from other highly urbanized areas, the new residents will tend to have higher expectations for levels of service than what the County has traditionally provided. Education is a critical service that must be adequate so that the quality of life can be maximized. Other services, such as infrastructure provision, fire protection, and the criminal justice system, are also critical and must be expanded if growth is to occur. Development will have to pay for services. Land use approvals need to be coordinated with service providers to insure that services are available when needed.

Water Supplies

Water supply will continue to be a critical issue throughout the life of the Plan. Growing concern over the reliability and suitability of the region's groundwater supply are likely to diminish the role of this traditional source of water in the County. Most water supply districts in San Joaquin County have been transitioning away from groundwater sources to surface water to reduce overdraft of groundwater. Consequently, the question of whether there will be adequate supplies is cloudy at this time. It is assumed that water will be available to serve intensified and expanded agricultural, industrial, commercial, and residential use. This issue needs to be monitored carefully. If it

appears that adequate water supplies will not be available, growth and/or water management measures will need to be instituted.

Transportation

The County's road network will continue to be its economic lifeline, but lack of funding for improvements will continue to be a major problem. The majority of the County's businesses rely on motor transport, compared to shipping or the railroads. In addition, more and more commuters continue to pour across the Altamont Pass. Circulation will be a powerful force in shaping the land use pattern. Funding for transportation improvements will be difficult and not all the improvements required will be made. A greater reliance on transportation system management and commuter transit will be needed to relieve the burden on the roads. The County must work closely with its cities and with adjoining counties in providing an adequate circulation system.

The General Plan as a Response to Change

The preceding sections identified key issues confronting the County over the next 20 years:

- accommodating rapid population growth;
- responding to pressures for increased housing while insuring a balancing increase in jobs;
- minimizing growth impacts on agricultural land;
- attracting high quality jobs;
- ensuring adequate water;
- improving air quality;
- protecting the Delta;
- improving the circulation system;
- paying for infrastructure and services;
- developing inter-jurisdictional coordination; and
- maintaining the quality of life.

The General Plan is the County's opportunity to address these issues with forethought and with deliberate programs for action. At the same time the General Plan must be adaptable enough to recognize changing conditions. The issues and assumptions presented here are a reflection of the present setting. Over time, some of these planning factors may become irrelevant and new issues will arise. The Plan must be comprehensively reviewed on a regular basis.

Sight must not be lost of the fact that the General Plan sets direction. Accordingly, many of the recommendations in the Plan should be valid regardless of the amount of growth, because they suggest how growth should occur. Consequently, the growth projections may fall short or exceed those assumed in the Plan, yet the general distribution of land uses, the levels of service desired to accommodate this growth, and the conservation and management of the natural resources should continue to apply.

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POLICY DOCUMENT PART 3

Goals and Policies

3.1 COMMUNITY DEVELOPMENT ELEMENT

The Community Development Element of the San Joaquin County General Plan contains provisions that relate to the physical development of the County. The Plan uses Urban and Rural communities to accommodate new County growth while encouraging a majority of growth to occur within incorporated cities. The Community Development Element is a long-range framework for public and private investment that will result in an agriculturally-rich and economically-viable County. This Element contains goals and policies for the following topics:

- **Land Use.** The Land Use section provides a framework for ensuring the logical organization of residential, commercial, industrial, and open space to meet the needs of the community. The County will limit the conversion of agricultural and natural resource lands to urban uses.
- **Communities.** The County's communities will continue to grow and develop while natural resource lands (agriculture and open space) will be preserved. Projected population growth will require a range of housing choices, neighborhood support services, and employment-producing uses that are centrally located in communities.
- **Housing.** The purpose of the Housing Element is to identify the County's housing needs, state the counties goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the County will implement to achieve the stated goals and objectives.
- **Economic Development.** The County's economy will expand and diversify. Agriculture will remain the mainstay of the County's economy, while agriculturally-related industries and non-agricultural industries will play an increasingly larger role in the local economy. Many of the planning principles and policies in the General Plan protect existing agricultural lands and industries while providing support for advancement and diversification of agriculturally-related enterprises.

GUIDING PRINCIPLES

Efficient Growth and Development

- Maintain clear boundaries (e.g., agricultural and open space separators and wildlife corridors) among cities and unincorporated communities.
- Focus new, higher-density growth within incorporated cities and adjacent areas outside of cities with full urban services.
- Promote infill and redevelopment, including economic development, within unincorporated communities.
- Ensure unincorporated communities are planned with a balanced mix of residential, commercial, and employment uses.
- Ensure development is compatible with farming operations and minimizes conflicts.
- Designate commercial and industrial areas suitable for the development of new industries.
- Ensure development is compatible with planned airport improvements.

Community Character and Lifestyle

- Preserve and enhance the rural, small town character and agricultural heritage of the unincorporated communities.
- Promote the development of healthy communities that include access to quality health care services. Ensure opportunities for existing and future generations to live, work, and succeed.

Agricultural Productivity and Heritage

- Plan agricultural land uses that support large-scale commodity farming, value-added agriculture, and specialized farming practices.
- Preserve agricultural land and rich prime soils for productive farming and rangelands.
- Promote agritourism on vineyards and farms to attract visitors and create value-added industries.
- Promote agricultural practices that support the ability of farmers to be productive, viable, and profitable.

Economic Growth and Sustainability

- Ensure agriculture and ag-related industries remain the County's strongest economic sector.
- Promote the Port and Stockton Airport as major economic growth centers.
- Support education and job training institutions and programs that are available to all residents.
- Encourage creation of jobs that provide a living wage and upward mobility, and retain an educated, skilled workforce.

Land Use

Introduction

San Joaquin County has land use regulatory authority over all unincorporated land in the county, which includes all areas except land within the city limits of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, Tracy, or land owned/managed by either the State or Federal governments (e.g., State Parks, National Parks, Bureau of Land Management areas, and tribal lands) and areas not under County jurisdiction (e.g., public schools, prisons). The County's jurisdiction covers approximately 90 percent of all land in the county, the vast majority of which is designated General Agriculture (A/G). However, there are more intensive residential and urban uses in the county surrounding cities and within unincorporated communities. Significant population and employment growth is expected to occur within the County over the time frame of the General Plan (i.e., 2035), and where this growth is planned will have an impact on many aspects of the County including agriculture, unincorporated communities, and employment opportunities. Shifting away from historically inefficient development patterns in the Central Valley will require development to take on new forms that make more efficient use of existing infrastructure, reduce pollution, support public transit and other modes of active transportation, and preserve agricultural and open space lands.

The purpose of the Land Use section is twofold. First, this section includes policies establishing land use designations that identify the type and intensity of uses permissible on unincorporated property in the county. These designations can be found in the Land Use Diagram, which graphically illustrates where land use designations are applied. Second, this section includes a series of goals and policies identifying the County's philosophy for future change, development, and resource protection in the county. The focus of this section is to identify ways the County can encourage employment generating development while preserving prime farmland, protect natural habitats, and reducing the financial, social, and environmental impacts of urban sprawl, which provide co-benefits for public health.

Relationship to Other General Plan Elements

Land use is ultimately a consideration in almost all levels of planning, from transportation and mobility to protection of agriculture and natural resources. The goals and policies of the Land Use section of the Community Development Element are closely related to several other elements of the General Plan, including the Public Facilities and Services Element, Public

Health and Safety Element, and Natural and Cultural Resources Element. Many of the policies in the Land Use section are supplemented by policies in other sections of the Community Development Element in an effort to provide comprehensive solutions to multifaceted planning issues.

Growth and Change

The County has a direct role in shaping the character of rural and urban development as it manages growth in the unincorporated county. At the same time, the County seeks to support and encourage the cities in their land use planning efforts to ensure that a quality living environment is provided for all existing and future county residents. Where and how these people live and work is a central issue of the Land Use section. The focus of this goal section is to identify general countywide growth and development patterns envisioned in the unincorporated parts of San Joaquin County that will be able to sustainably accommodate the county's projected growth. *(Note: see city General Plans for land use policies within city limits.)*

GOAL LU-1

Direct most urban development towards cities and urban and rural communities within the unincorporated county to promote economic development, while preserving agricultural lands and protecting open space resources.

LU-1.1 Compact Growth and Development

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. (RDR)

LU-1.2 Accommodating Future Growth

The County shall ensure that the General Plan designates sufficient land for urban development to accommodate projected population and employment growth. (RDR)

LU-1.3 Building Intensity and Population Density

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. (RDR)

LU-1.4 Encourage Infill Development

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. (RDR)

LU-1.5 Clear Boundaries

The County shall strive to preserve agricultural and open space areas that contribute to maintaining clear boundaries among cities and unincorporated communities. (RDR)

LU-1.6 New Employment-Generating Uses

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. (RDR)

LU-1.7 Farmland Preservation

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. (RDR)

LU-1.8 Support for Alternative Transportation Modes

The County shall encourage land use patterns that promote walking and bicycling and the use of public transit as alternatives to the personal automobile. (RDR)

LU-1.9 New Urban Zoning Classifications

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. (RDR)

See the Public Infrastructure and Services Section of the General Plan for detailed infrastructure requirements.

Regional Planning and Coordination

LU-1.10 LAFCo and City Coordination

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. (IGC)

LU-1.11 Regional Housing Needs Allocations

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. (IGC)

LU-1.12 Regional Coordination

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. (IGC)

LU-1.13 Regional Growth Considerations

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. (PSP)

LU-1.14 Incentives and Streamlined Development

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. (RDR/PSP/IGC)

New Development

How and where growth occurs within San Joaquin County over the next 20 years is a major issue. Historic inefficient development in the Central Valley and San Joaquin County cities has resulted in lower densities and rapid conversion of agricultural lands. Expansion of cities has continued to urbanize more of the County's agricultural areas and encroach on unincorporated communities. However, San Joaquin County expects development patterns to shift as fuel prices increase and new legislation is implemented. The focus of this goal section is to put in place policies that encourage efficient development and more sustainable land use patterns.

GOAL LU-2

Promote efficient development and land use practices in new development that provide for the protection of vital resources and enhancement of communities.

LU-2.1 Compatible and Complimentary Development

The County shall ensure that new development is compatible with adjacent uses and complements the surrounding natural or agricultural setting. (RDR)

LU-2.2 Sustainable Building Practices

The County shall promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. (RDR)

LU-2.3 Adaptive Reuse

The County shall encourage the retention and the adaptive reuse of existing structures to limit the generation of waste. (RDR/PSP)

LU-2.4 Green Building Retrofit

The County shall encourage the retrofitting of existing structures with green building technologies/practices and encourage structures being renovated to be built to a green building standard (e.g., Leadership in Energy and Environmental Design (LEED)). (RDR)

LU-2.5 Development Standard Manuals

The County shall maintain manuals specifying standards for development. (PSP)

LU-2.6 Building Permits

The County shall not issue building permits for a development until all required improvements, which can be made prior to construction, are completed. (RDR)

LU-2.7 High-Impact Uses

The County shall strive to avoid the concentration of uses and facilities that disproportionately affects a particular community or area of the County to ensure that such uses do not result in an inequitable environmental burden being placed on low-income or culturally/ethnically diverse neighborhoods that may suffer from poorer health outcomes. The County acknowledges that such concentrations may be unavoidable in some cases. (RDR/PSP)

LU-2.8 Environmental Assessments and Mitigation

The County shall evaluate proposed new development projects for their potential environmental impacts and shall require all feasible mitigation of identified significant impacts. The County shall require, as appropriate, that projects for which an EIR is prepared the consideration of infill locations for new development in the alternatives evaluation. (RDR)

LU-2.9 Preliminary Soils Report

The County shall require a preliminary soils report for new development projects in areas with shallow or unstable soils or slopes in excess of 15 percent. If the preliminary soil report indicates soil conditions could be unstable, the County shall require a detailed geological report by a registered geologist and registered civil engineer or a registered engineering geologist that demonstrates the suitability of any proposed or additional development. (RDR/PSR)

LU-2.10 Soils Information

The County shall consider the soils information from the Farmland Mapping and Monitoring Program during review of proposed new development projects. (RDR)

LU-2.11 Suitability for Development with Onsite Sewage Disposal System

The County shall ensure that new development that uses onsite sewage disposal meets the requirements of the State Water Resources Control Board (SWRCB) Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems (OWTS Policy) and local health and water quality standards. (RDR)

LU-2.12 Soil Suitability and Nitrate Loading Studies

The County shall require soil suitability and nitrate loading studies when needed to demonstrate that site conditions can safely accept wastewater in conformance with the State Water Resources Control Board Onsite Wastewater Treatment Systems Policy and local health and water quality standards. (RDR/PSR)

LU-2.13 Soil Suitability Studies

The County shall require applications for residential zoning that would create a parcel or parcels of less than two acres with septic systems to prepare a soil suitability study and nitrate loading study and demonstrate that soil conditions can safely absorb wastewater in conformance with local health and water quality standards. (RDR/PSR)

General Plan Amendments

LU-2.14 General Plan Land Use Amendments

When reviewing proposed General Plan amendments to change or modify land use designations or the land use diagram or a zoning reclassification, the County shall consider the following:

- consistency of the proposal with the Vision and Guiding Principles and the goals and policies of the General Plan
- new physical, social, or economic factors that were not present when the time of General Plan was adopted;
- reasonable alternative sites in the vicinity that are already planned for the use and can accommodate the proposal;
- potential for an undesirable, growth-inducing precedent or premature conversion of agricultural land;
- the availability of infrastructure and services; and
- the effect on the fiscal health of the County. (PSP)

LU-2.15 Agricultural Conversions

When reviewing proposed General Plan amendments to change a land use diagram or zoning reclassification to change from an agricultural use to non-agricultural use, the County shall consider the following:

- potential for the project to create development pressure on surrounding agricultural lands;
- potential for the premature conversion of prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and confined animal agriculture;
- potential for impacts on surrounding farming operations and practices;
- provision of infrastructure and services to the new use and the potential impact of service demands or on the surrounding area; and
- protecting habitat restoration opportunities. (PSP)

LU-2.16 Agriculture-Urban Reserve Designation

The County shall require a General Plan amendment to permit urban development on lands the County designates Agriculture-Urban Reserve. (RDR/PSP)

LU-2.17 Delta Primary Zone Amendments

The County shall require proposed General Plan amendment or zoning reclassification for areas in the Primary Zone of the Delta to be consistent with the Land Use and Resource Management Plan for the Primary Zone of the Delta, as required by the State Delta Protection Act of 1992 (Public Resources Code 29700 et seq.). (RDR/PSP)

Community Design

One of San Joaquin County's distinguishing characteristics is its rural, small town character. Surrounded by large open spaces composed of agrarian landscapes and natural areas, the County's traditional communities and residential settlements were relatively self-contained. Preserving the character of unincorporated communicates requires both the preservation of historical structures and development patterns, as well as the preservation of the surrounding agricultural land and open space. It also requires promoting infill development within existing communities that fosters the maintenance and improvement of community character, in addition to the development of new neighborhoods and new communities. The focus of this goal section is to promote attractive and safe design in new buildings, neighborhoods, and communities in order to preserve and enhance the quality of life in the County.

COMMUNITY DESIGN

Preserve and enhance the character and scale of San Joaquin County's communities and rural areas, including their architectural heritage and historic character.

LU-3.1 Contextual and Compatible Design

The County shall ensure that new development respects San Joaquin County's heritage by encouraging new development to respond to local context, be compatible with the traditions and character of each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures. (RDR)

LU-3.2 Distinctive Neighborhoods

The County shall encourage new development of diverse and distinctive neighborhoods that build on the patterns of the natural landscape and respect the character of existing surrounding development. (RDR)

LU-3.3 Transitions in Scale

The County shall encourage a balance of the scale and massing of new development to the physical and visual character of adjoining uses to provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods. (RDR)

LU-3.4 Walkable and Bikeable Streets

The County shall encourage new streets within Urban and Rural Communities and City Fringe Areas to be designed and constructed to not only accommodate auto and truck traffic, but also serve as comfortable pedestrian and cyclist environments and reflect public health goals by encouraging physical activity. These should include, but not be limited to:

- street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
- minimize curb cuts along streets, sidewalks on both sides of streets,
- bike lanes and walking paths, where feasible on collectors and arterials, and traffic calming devices such as roundabouts, bulb-outs at intersections, and traffic tables. (RDR/PSP)

LU-3.5 Streetscape Continuity

The County shall ensure that streetscape elements (e.g., street signs, trees, and benches) maintain visual continuity and follow a common image for each community. (RDR/PSP)

LU-3.6 Crime Prevention Through Environmental Design

The County shall encourage design of new developments, streets, and public spaces that enhances public safety and discourages crime by providing street-fronting uses ("eyes on the street"), adequate lighting and sight lines, and features that cultivate a sense of community ownership. (RDR)

LU-3.7 Development Along Freeways and Highways

The County shall ensure new development located along freeways and highways protects the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, by using such techniques as:

- requiring extensive landscaping and trees along the freeway fronting elevation; and
- include design elements that reduce noise and provide for proper filtering, ventilation, and exhaust of vehicle air emissions. (RDR)

LU-3.8 Parking Location

The County shall encourage automobile-oriented uses to locate parking in areas less visible from the street (e.g., reverse frontage commercial centers). (RDR)

LU-3.9 Shared Parking Facilities

The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include adjacent developments with different day/night uses. (RDR)

LU-3.10 Visual Access

The County shall encourage new development to maintain views of hillsides, creeks, and other distinctive natural areas by regulating building orientation, height, and bulk. (RDR)

LU-3.11 Solar Access

The County shall encourage new residential subdivisions and new commercial, office, industrial, and public buildings to be oriented and landscaped to enhance natural lighting and solar access in order to maximize energy efficiency. (RDR)

LAND USE DIAGRAM AND STANDARDS OVERVIEW

This section presents the Land Use Diagram as well as an overview of standards of population density and building intensity, and allowed uses for the various land use designations in the plan.

The General Plan Land Use Diagram (see Figure LU-1) serves as a general guide to land use distribution in the unincorporated areas of San Joaquin County. It gives direction for how, where, and what kind of development may occur. To appreciate and understand and use the diagram, the reader must first understand the purpose and standards of the General Plan designations. As required by State law, the General Plan includes standards of population density and building intensity for the land use designations appearing on the Land Use Diagram.

The County may consider minor differences in boundaries from those shown in the Land Use Diagram to be considered in conformity with the Plan, unless an undesirable precedent would be set for more extensive and nonconforming changes in adjacent areas.

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Placeholder for Figure LU-1

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Land Use Designations and Development Standards

State planning law requires general plans to establish "standards of population density and building intensity" as well as allowed uses for the various land use designations in the plan (Government Code Section 65302(a)). Each land use designation in this section specifies allowed uses and development standards. These are described below and summarized in Table LU-1.

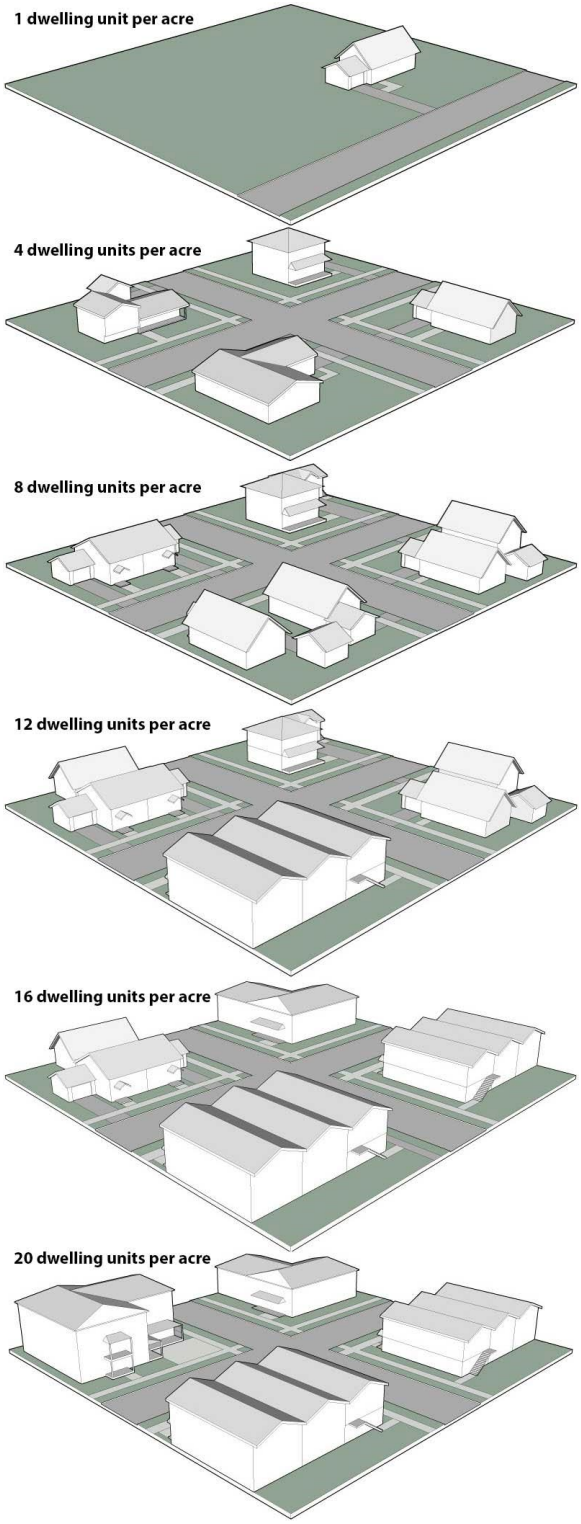
Allowed Uses

These descriptions outline the range of uses that are allowed within each designation.

Residential Use Standards

Standards of population density for residential uses are stated as the allowable range (i.e., minimum and maximum) of dwelling units per gross acre. Standards of population density for residential uses can be derived by multiplying the maximum number of dwelling units per net acre by the average number of persons per dwelling unit assumed for the applicable residential designation (e.g., two persons per dwelling unit or three persons per dwelling unit). Typically, smaller dwellings (e.g., apartments) house fewer persons per unit, and larger dwellings (e.g., single-family homes) house more persons per units

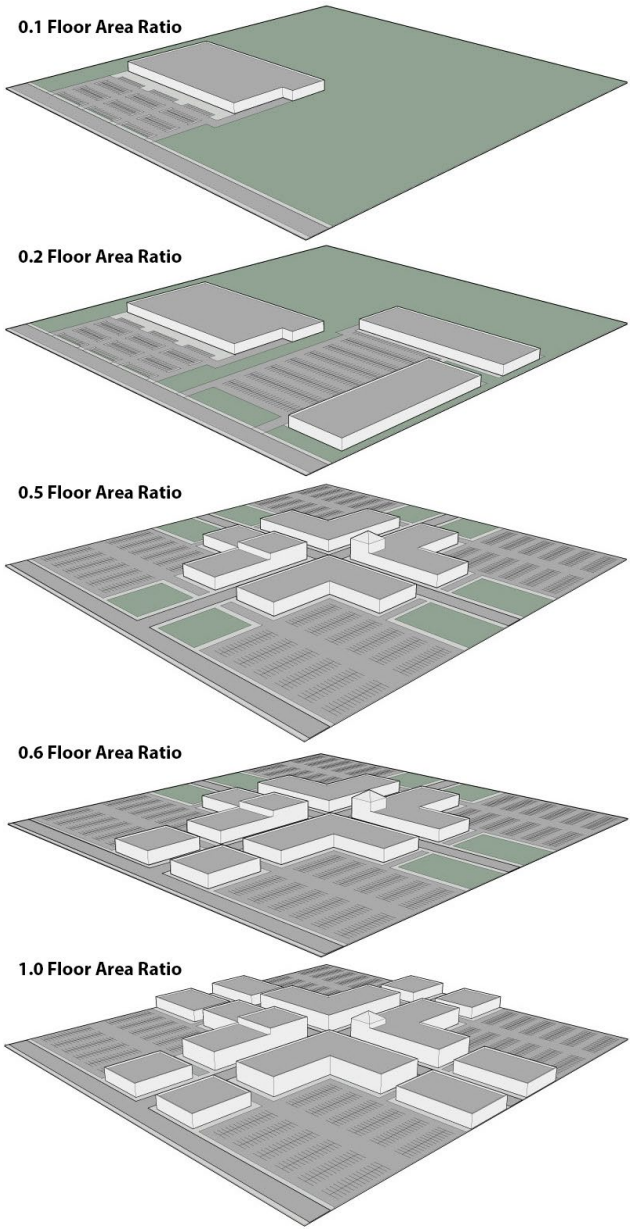
FIGURE LU-2
Density Comparison



Non-Residential Use Standards

Standards of building intensity for non-residential uses are stated as maximum floor area ratios. Floor area ratio (FAR) is the ratio of the gross building square footage on a lot to the net square footage of the lot. For example, a FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, on a lot with 10,000 net square feet of land area, regardless of the number of stories in the building (e.g., a single-story building of 10,000 square feet or a two-story building with 5,000 square feet for each floor). On the same lot a FAR of 0.50 would allow 5,000 square feet of floor area, and a FAR of 0.25 would allow 2,500 square feet. Figure LU-3 illustrates conceptually how buildings of one, two, three, and four stories could be developed on a given lot with FARs between 0.5 and 1.0.

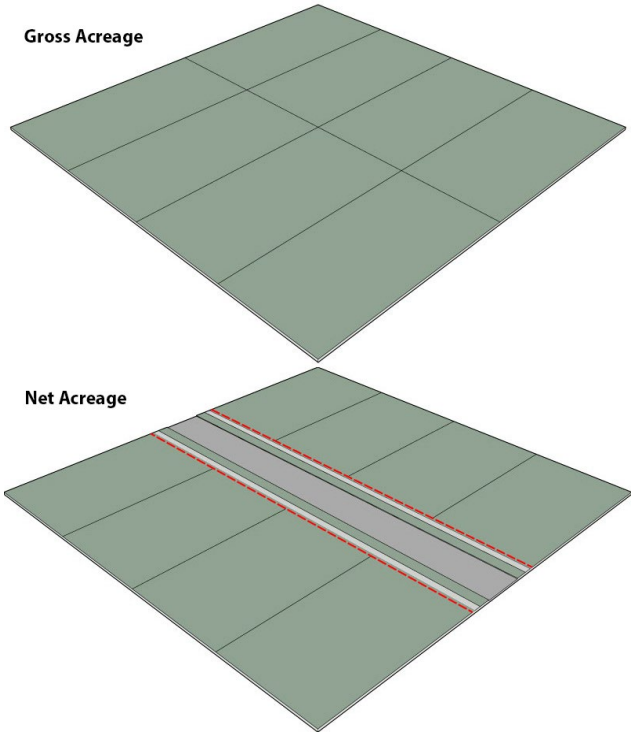
FIGURE LU-3
Floor Area Ratio Comparison



Gross versus Net

The term "gross acre" includes all land (including streets and rights-of-way) designated for a particular use, while net acreage excludes streets and rights-of-way. In urban areas net acreage is normally 20 to 25 percent less for a given area than gross acreage. In rural areas the difference between net and gross can be as low as 5 percent. Residential densities in the General Plan are based on gross acreage. Non-residential FARs are based on net acreage.

FIGURE LU-4
Gross versus Net



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Land Use Designation/Label	Standards: Lot Size (Acres)	Standards: Density Range (DU/A)	Standards: FAR Range	Where Typically Allowed[1]: Urban Community	Where Typically Allowed[1]: Rural Community	Where Typically Allowed[1]: City Fringe Area	Where Typically Allowed[1]: Other County
Residential Designations							
 **Rural Residential (R/R)** *(See page 3.1-28)*	1.0 – 5.0	0.2 – 1.0	N/A	✘	✘		
 **Very Low Density Residential (R/VL)** *(See page 3.1-29)*	0.5 – 1.0	1.1 – 2.0	N/A	✘	✘	✘	
 **Low Density Residential (R/L)** *(See page 3.1-30)*	N/A	2.1 – 8.0	N/A	✘	✘	✘	
 **Low and Medium Density Residential (R/LM)** *(See page 3.1-31)*	N/A	3.75 – 7.0	N/A	✘	✘	✘	
 **Medium Density Residential (R/M)** *(See page 3.1-32)*	N/A	6.1 – 10.0	N/A	✘		✘	
 **Medium-High Density Residential (R/MH)** *(See page 3.1-33)*	N/A	10.1 – 15.0	N/A	✘		✘	
 **High Density Residential (R/H)** *(See page 3.1-34)*	N/A	15.1 – 40.0	N/A	✘		✘	

1) Indicates areas of the County where Land Use Designations are typically allowed. The County may apply any designation in any unincorporated area of the County.
2) General Agriculture (A/G) minimum lot size shall be limited to 160.0 acres where no surface irrigation water is available.
3) Floor Area Ratio for the identified Land Use Designations may exceed the allowed range.

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Land Use Designation/Label	Standards: Lot Size (Acres)	Standards: Density Range (DU/A)	Standards: FAR Range	Where Typically Allowed[1]: Urban Community	Where Typically Allowed[1]: Rural Community	Where Typically Allowed[1]: City Fringe Area	Where Typically Allowed[1]: Other County
Commercial Designations							
 **Neighborhood Commercial (C/N)** *(See page 3.1-38)*	5.0 Maximum	N/A	0.20 – 0.60	✕			
 **Community Commercial (C/C)** *(See page 3.1-39)*	10.0 Maximum	N/A	0.20 – 0.60	✕		✕	
 **General Commercial (C/G)** *(See page 3.1-40)*	N/A	N/A	0.20 – 0.60	✕		✕	
 **Office Commercial (C/O)** *(See page 3.1-41)*	N/A	N/A	0.20 – 0.60	✕		✕	
 **Freeway Service (C/FS)** *(See page 3.1-42)*	N/A	N/A	0.20 – 0.60	✕	✕	✕	✕
 **Rural Service Commercial (C/RS)** *(See page 3.1-43)*	N/A	N/A	0.20 – 0.60		✕		✕
 **Mixed-Use (M/X)** *(See page 3.1-44)*	N/A	10.0 – 40.0	0.20 – 1.00	✕		✕	
 **Commercial Recreation (C/R)** *(See page 3.1-45)*	100.0 Minimum	N/A	0.00 – 0.50				✕

1) Indicates areas of the County where Land Use Designations are typically allowed. The County may apply any designation in any unincorporated area of the County.
2) General Agriculture (A/G) minimum lot size shall be limited to 160.0 acres where no surface irrigation water is available.
3) Floor Area Ratio for the identified Land Use Designations may exceed the allowed range.

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Land Use Designation/Label	Standards: Lot Size (Acres)	Standards: Density Range (DU/A)	Standards: FAR Range	Where Typically Allowed[1]: Urban Community	Rural Community	City Fringe Area	Other County
Industrial Designations							
 **Limited Industrial (I/L)** *(See page 3.1-51)*	N/A	N/A	0.00 – 0.60	✗		✗	✗
 **General Industrial (I/G)** *(See page 3.1-52)*	N/A	N/A	0.00 – 0.60	✗		✗	✗
 **Truck Terminals (I/T)** *(See page 3.1-53)*	N/A	N/A	0.00 – 0.60	✗		✗	✗
Public/Quasi-Public Designations							
 **Public (P/F)** *(See page 3.1-67)*	N/A	N/A	0.00 – 0.01[3]	✗	✗	✗	✗
 **Airport Multi-Use (AP/X)** *(See page 3.1-68)*	N/A	N/A	0.00 – 0.60	✗		✗	✗

1) Indicates areas of the County where Land Use Designations are typically allowed. The County may apply any designation in any unincorporated area of the County.
2) General Agriculture (A/G) minimum lot size shall be limited to 160.0 acres where no surface irrigation water is available.
3) Floor Area Ratio for the identified Land Use Designations may exceed the allowed range.

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Land Use Designation/Label	Standards: Lot Size (Acres)	Standards: Density Range (DU/A)	Standards: FAR Range	Where Typically Allowed[1]: Urban Community	Rural Community	City Fringe Area	Other County
Agricultural Designations							
 **General Agriculture (A/G)** *(See page 3.1-57)*	20.0 Minimum[2]	0.0 – 0.05	0.00 – 0.01[3]	✗	✗	✗	✗
 **Limited Agriculture (A/L)** *(See page 3.1-58)*	5.0 Minimum	0.0 – 0.20	0.00 – 0.01[3]	✗	✗	✗	✗
 **Agricultural-Urban Reserve (A/UR)** *(See page 3.1-59)*	5.0 – 10.0	0.0 – 0.05	0.00 – 0.01[3]	✗		✗	✗
Agriculture Industrial (A/I) (See page 3.1-5.7.1)	1.0 – 20.0	0.0 – 0.05	0.00 – 0.01[3]	✗	✗	✗	✗
Open Space and Resource Conservation Designations							
 **Parks and Recreation (OS/PR)** *(See page 3.1-63)*	N/A	N/A	0.00 – 0.01[3]	✗	✗	✗	✗
 **Resource Conservation (OS/RC)** *(See page 3.1-64)*	N/A	N/A	0.00 – 0.01[3]	✗	✗	✗	✗

1) Indicates areas of the County where Land Use Designations are typically allowed. The County may apply any designation in any unincorporated area of the County.
2) General Agriculture (A/G) minimum lot size shall be limited to 160.0 acres where no surface irrigation water is available.
3) Floor Area Ratio for the identified Land Use Designations may exceed the allowed range.

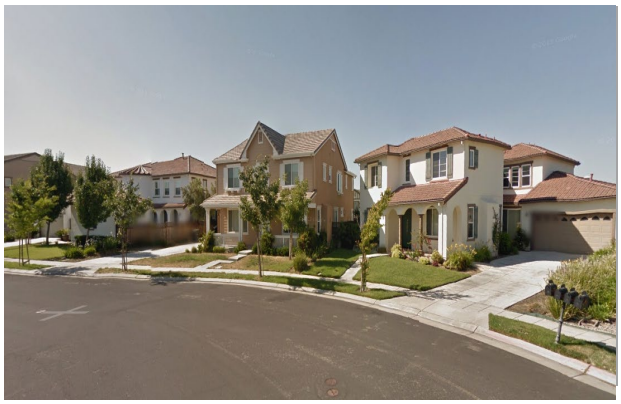
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Residential Development

San Joaquin County contains a wide array of housing types – from urban multi-family complexes to rural residential uses. The various densities of residential development in the County not only provide housing choices, but their location and design play a critical role in the character and quality-of-life of County residents. The County is committed to protecting existing residential development rights, while also providing guidance on the location, design, and components of new subdivisions. The focus of this goal section is to guide residential development in the County.

See policies starting on page 3.1-35 for additional development regulations and standards for housing development and the Housing Element for policies related to affordable and special needs housing.







Rural Residential (R/R)

This designation provides for lower density residential development in areas that have been developed or subdivided within predominantly agricultural and open space areas. Aside from areas already designated Rural Residential at the time of adoption of the General Plan, the Rural Residential designation may only be applied in Rural Communities where full urban services are not available or expected and to areas in Urban Communities where rural residential densities already exist. Typical building types include large-lot single family development in a rural setting.

Allowed Uses

This designation provides for the following rural housing and associated support uses:

- Single-family detached homes
- Accessory second units and ancillary residential structures
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 0.2 Dwelling Units/Acre
- Maximum Density: 1.0 Dwelling Unit/Acre
- Maximum FAR: N/A
- Minimum FAR: N/A
- Minimum Lot Size: 1.0 - 5.0 Acres



See policies starting on page 3.1-35 for additional development regulations and standards.

Very Low Density Residential (R/VL)

This designation provides a physical transition between the outer edges of urban areas and agricultural and open space areas. The Very Low Density Residential designation generally applies to the edges of Urban Communities and City Fringe Areas and around sensitive natural resources within communities. Typical building types include large-lot single family homes in a rural setting.

Allowed Uses

This designation provides for the following rural housing and associated support uses:

- Single-family detached homes
- Accessory second units and ancillary residential structures
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 1.1 Dwelling Unit/Acre
- Maximum Density: 2.0 Dwelling Units/Acre
- Maximum FAR: N/A
- Minimum FAR: N/A
- Minimum Lot Size: 17,500 square feet





See policies starting on page 3.1-35 for additional development regulations and standards.

Low Density Residential (R/L)

This designation provides for low density residential development in neighborhoods where single-family homes are the dominant land use. The Low Density Residential Designation generally applies to residential neighborhoods in Urban Communities and City Fringe Areas. Typical building types include one- to two-story single family dwellings in an urban setting.

Allowed Uses

This designation provides for the following single family housing and associated support uses:

- Single family detached dwellings
- Accessory second units and ancillary residential structures
- Limited neighborhood-serving commercial uses1
- Compatible public, quasi-public, and special uses (e.g., parks)





Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 2.1 Dwelling Unit/Acre
- Maximum Density: 8.0 Dwelling Units/Acre except where an urban lot split and/or a two-unit development is approved pursuant to the Government Code
- Maximum FAR: N/A
- Minimum FAR: N/A
- Minimum Lot Size: 5,000 square feet unless an urban lot split or a small lot subdivision is approved under standards and procedures established in the Development Title.

[1] Subject to Neighborhood Commercial land use standards.

See policies starting on page 3.1-35 for additional development regulations and standards.

Low and Medium Density Residential (R/LM)

This designation provides for a variety of single family homes in Mountain House. Typical building types include large-lot single family homes, small lot zero lot line "patio" homes, small lot detached homes, duplexes, triplexes, town homes, mobile homes, or other housing types, such as second units.

Allowed Uses

This designation provides for the following single family housing and associated support uses:

- Single family detached dwellings and mobile homes
- Small-lot single family attached dwellings (e.g., duplexes, triplexes, and fourplexes)
- Accessory second units and ancillary residential structures

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 3.75 Dwelling Unit/Acre
- Maximum Density: 7.0 Dwelling Units/Acre
- Maximum FAR: N/A
- Minimum FAR: N/A
- Minimum Lot Size: N/A







See policies starting on page 3.1-35 for additional development regulations and standards.

Medium Density Residential (R/M)

This designation provides a transition from lower density, single family areas and more intensely developed residential and commercial areas. Development at the higher end of the density range should occur along major transportation routes, adjacent to major commercial centers, and within existing residential neighborhoods that have similar densities. The Medium Density Residential Designation generally applies to residential neighborhoods within Urban Communities and City Fringe Areas. Typical building types include one- to two-story single family dwellings and attached single family dwellings.

Allowed Uses

This designation provides for the following small-lot single family housing and associated support uses:

- Single family detached dwellings and mobile homes
- Small-lot single family attached dwellings (e.g., duplexes, triplexes, and fourplexes)
- Accessory second units and ancillary residential structures
- Limited neighborhood-serving commercial uses[1]
- Administrative and professional offices[2]
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 6.1 Dwelling Unit/Acre
- Maximum Density: 10.0 Dwelling Units/Acre
- Maximum FAR: N/A
- Minimum FAR: N/A
- Minimum Lot Size: 6,000 square feet

[1] Subject to Neighborhood Commercial land use standards.

[2] Subject to Office Commercial land use standards.







See policies starting on page 3.1-35 for additional development regulations and standards.

Medium-High Density Residential (R/MH)

This designation provides a transition from lower density, single family areas and more intensely developed residential and commercial areas. Development at the higher end of the density range should occur along major transportation routes, adjacent to major commercial centers. The Medium-High Density Residential Designation generally applies to residential neighborhoods and central business districts and main street areas within Urban Communities and City Fringe Areas. Typical building types include one- to three-story attached single family dwellings and lower density multifamily developments.

Allowed Uses

This designation provides for the following lower density multifamily housing and associated support uses:

- Small-lot single family attached dwellings (e.g., duplexes, triplexes, fourplexes, townhomes)
- Low density multifamily dwellings (e.g., garden apartments)
- Ancillary residential structures
- Limited neighborhood-serving commercial uses[1]
- Administrative and professional offices[2]
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 10.1 Dwelling Unit/Acre
- Maximum Density: 15.0 Dwelling Units/Acre
- Maximum FAR: N/A
- Minimum FAR: N/A
- Minimum Lot Size: 6,000 square feet

[1] Subject to Neighborhood Commercial land use standards.

[2] Subject to Office Commercial land use standards.







See policies starting on page 3.1-35 for additional development regulations and standards.

High Density Residential (R/H)

This designation provides for residential development in more intensely developed residential and commercial areas. Development at the higher end of the density range should occur along major transportation routes and within major commercial centers. The High Density Residential Designation generally applies to central business districts and main street areas within Urban Communities and City Fringe Areas. Typical building types include one- to three-story multifamily developments.

Allowed Uses

This designation provides for the following multifamily housing and associated support uses:

- Multifamily dwellings (e.g., apartments)
- Ancillary residential structures
- Limited neighborhood-serving commercial uses[1]
- Administrative and professional offices[2]
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 15.1 Dwelling Unit/Acre
- Maximum Density: 40.0 Dwelling Units/Acre
- Maximum FAR: N/A
- Minimum FAR: N/A
- Minimum Lot Size: 6,000 square feet

[1] *Subject to Neighborhood Commercial land use standards.*

[2] *Subject to Office Commercial land use standards.*





See policies starting on page 3.1-35 for additional development regulations and standards.

GOAL LU-4

Provide opportunities for a variety of residential development types and densities in established communities, while minimizing conversion of agricultural and loss of natural resources.

LU-4.1 New Residential Development

The County shall direct most new unincorporated residential development to areas within Urban and Rural Communities and City Fringe Areas. (PSP)

LU-4.2 Rural Homesites

The County shall ensure that rural homesites are sized and located to limit the conversion of agricultural land, maintain the rural character of the surrounding area, support rural living and adjacent farming activities, and satisfy applicable environmental health requirements. (RDR)

LU-4.3 Rural Residential Designations

The County shall limit Rural Residential (R/R) development to Rural Communities and areas of existing R/R densities in Urban Communities. (RDR/PSP)

LU-4.4 Accessory Dwellings Units

The County shall permit Accessory Dwellings Units as provided in the San Joaquin County Development Title and State Law, even if such a dwelling results in a density greater than the standard density specified for the residential land use designations. Accessory Dwellings Units shall meet well and septic requirements per the State Water Resources Control Board Onsite Wastewater Treatment Systems Policy, and shall demonstrate the accessory dwelling unit can be adequately served by existing infrastructure or situated on a site that can accommodate multiple, separate septic systems. (RDR)

LU-4.5 Residential Neighborhood Size

The County shall encourage large residential developments in Urban Communities to be planned as neighborhoods of 3,000 to 5,000 people in order to promote social interaction, strengthen identity with a community, and foster civic pride. (PSP/RDR)

LU-4.6 Residential Support Services

The County shall encourage the development and siting of residential support services (e.g., convenience commercial uses, parks, schools) in Urban Communities that are accessible by all residents. (PSP/RDR)

LU-4.7 Non-residential Uses in Residential Designations

The County may permit residential support services, home occupations, and open space recreation uses in areas designated for residential development, provided they have or obtain through application appropriate underlying zoning. (RDR)

LU-4.8 Office Development in Residential Areas

The County may permit office uses in areas designated Medium-High (R/MH) and High Density Residential (R/H), provided the development would not create an imbalance of housing types within a community or area and would not reduce the potential for the development of affordable housing. (RDR)

LU-4.9 Residential Mixed-use

The County may permit residential development in commercially designated areas if the residential uses are part of a mixed-use development or if accessory to the commercial use, such as a caretaker residence. (RDR)

LU-4.10 Incompatible Land Uses

The County shall ensure that residential development is protected from incompatible land uses through the use of buffers, screens, and land use regulations, while recognizing that agriculture and farming operations have priority in rural areas. (RDR)

LU-4.11 Equestrian Facilities

The County may allow equestrian facilities within Urban Communities in areas designated Very Low Density Residential (R/VL) subject to applicable manure management requirements and minimum acreage and locational criteria set forth in the Development Title. (RDR)

LU-4.12 Golf Course Communities

The County may allow the development of new residential uses adjacent to or incorporated into golf courses, provided the residential density conforms with the underlying Zoning classification. (RDR)

Commercial and Mixed-Use Development

Office development has occurred at a steady pace to satisfy population growth. Initial economic projections indicated continued expansion of office and retail uses to support an expanding San Joaquin County employment base. The County seeks to promote commercial uses on strategic unincorporated parcels in order to accommodate commercial demand, promote economic development, and increase revenue. The focus of this goal section is to identify types and areas for future commercial and mixed-use development. *(Note: see the Economic Development section for policies related to countywide economic growth and diversifications, and new business promotion.)*

See policies starting on page 3.1-46 for additional development regulations and standards for commercial and mixed-use development.







Neighborhood Commercial (C/N)

This designation provides for small, local retail and service businesses that offer goods and merchandise to residents in surrounding neighborhoods of 3,000 to 5,000 people. The Neighborhood Commercial Designation generally applies to areas within and adjacent to residential neighborhoods in Urban Communities. Developments should be located on a County-defined Collector or higher classification roadway and include pedestrian and bicycle facilities. Typical building types include one- to two-story commercial structures. Development sites should be less than five acres.

Allowed Uses

This designation provides for the following limited commercial uses:

- Retail sales and restaurants
- Personal service/repair, medical, and office uses
- Central public gathering places
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: 0.20
- Maximum FAR: 0.60
- Maximum Lot Size: 5.0 Acres



See policies starting on page 3.1-46 for additional development regulations and standards.

Community Commercial (C/C)

This designation provides for a full range of retail and service uses serving urban areas and regional markets and limited office uses. The Community Commercial Designation is only allowed in central business districts, main street areas, or extensive commercial areas within Urban Communities and City Fringe Areas. Developments should be located on a County-defined Minor Arterial or higher classification roadway and include pedestrian and bicycle facilities. Typical building types include one- to three-story commercial structures.

Allowed Uses

This designation provides for the following major commercial uses:

- Major retail stores and restaurants
- Administrative and professional offices
- Personal service/repair, medical, and office uses
- Central public gathering places
- Compatible public, quasi-public, and special uses (e.g., parks)





Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: 0.20
- Maximum FAR: 0.60
- Minimum Lot Size: 10.0 Acres

See policies starting on page 3.1-46 for additional development regulations and standards.

General Commercial (C/G)

This designation provides for a variety of retail and service uses serving urban areas and regional markets. Uses are typically not oriented to comparison shopping and may require special trips. The General Commercial Designation is only allowed in central business districts, main street areas, or extensive commercial areas within Urban Communities and City Fringe Areas. Developments should be located on a County-defined Minor Arterial or higher classification roadway and may include pedestrian and bicycle facilities. Typical building types include one- to three-story commercial structures.

Allowed Uses

This designation provides for the following specialty commercial uses:

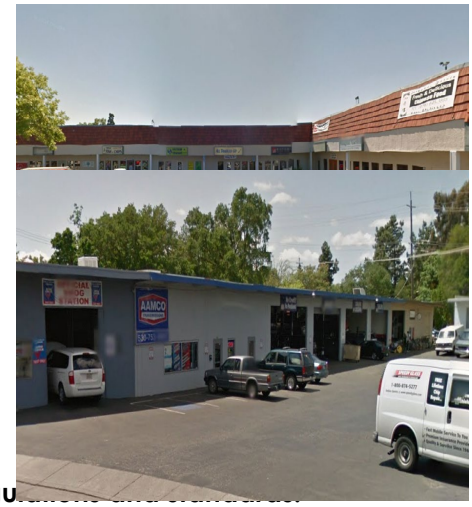
- Retail and discount stores
- Automobile sales and repair
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: 0.20
- Maximum FAR: 0.60
- Lot Size: N/A





See policies starting on page 3.1-46 for additional development regu

Office Commercial (C/O)

This designation provides for office/employment centers. The Office Commercial designation is limited to Urban Communities and City Fringe Areas and should be organized in clusters rather than a linier development pattern. Developments should be located on a County-defined Minor Arterial or higher classification roadway and include pedestrian and bicycle facilities. Typical building types include one- to three-story structures.







Allowed Uses

This designation provides for administrative and professional office uses:

- Low- and mid-rise office complexes
- Office and office employee supporting retail and service uses
- Multifamily dwellings (e.g., apartments)
- Compatible public, quasi-public, and special uses (e.g., parks)

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: 0.20
- Maximum FAR: 0.60
- Lot Size: N/A

See policies starting on page 3.1-46 for additional development regulations and standards.

Freeway Service Commercial (C/FS)

This designation provides retail uses serving the needs of freeway travelers. The Freeway Service Commercial Designation is only allowed adjacent to full freeway interchanges where development will be easily accessible and visible to freeway travelers, or where two State highways intersect. Typical building types include one- to three-story commercial structures.

Allowed Uses

This designation provides for the following freeway-oriented commercial uses:

- Traveler- and Truck-oriented retail uses and restaurants
- Automobile and Truck fueling/service stations
- Hotels and motels
- Compatible public, quasi-public, and special uses (e.g., rest areas)



Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: 0.20
- Maximum FAR: 0.60
- Lot Size: N/A



See policies starting on page 3.1-46 for additional development regulations and standards.

Rural Service Commercial (C/RS)

This designation provides for a mix of retail and service uses that are typically needed by residents in rural areas and surrounding agricultural operations/employees. The Rural Service Commercial designation is only allowed in Rural Communities. Developments in Rural Service Commercial designated areas may include a mix of uses, recognizing that separation of uses is not practical in a rural setting. Developments should be located on a County-defined Collector or higher classification roadway and may include pedestrian and bicycle facilities. Typical building types include one- to two-story commercial structures.

Allowed Uses

This designation provides for the following rural service commercial uses:

- Retail sales and restaurants
- Personal service/repair, medical, and office uses
- Agricultural-support services
- Central public gathering places
- Compatible public, quasi-public, and special uses (e.g., parks)





Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: 0.20
- Maximum FAR: 0.60
- Minimum Lot Size: 1 acre

See policies starting on page 3.1-46 for additional development regulations and standards.

Mixed-Use (M/X)

This designation provides for the development of activity centers that contain a mix of compatible and integrated commercial, office, residential, civic, and/or recreational uses. The Mixed-Use designation is only allowed in Urban Communities and City Fringe Areas and should be of a size sufficient to promote the economic success of future developments. Developments should be located on a County-defined Minor Arterial or higher classification roadway and may include pedestrian and bicycle facilities. Typical building types include one- to four-story horizontal or vertical mixed-use structures. The maximum building height is 60 feet.

Allowed Uses

This designation provides for developments that includes two or more of the following uses:

- Retail sales and restaurants
- Personal service/repair, medical, and office uses
- Administrative and professional offices
- Single-family and multifamily dwellings
- Central public gathering places
- Compatible public, quasi-public, and special uses (e.g., parks)



Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 10.0 Dwelling units/Acre
- Maximum Density: 40.0 Dwelling units/Acre
- Minimum FAR: 0.20
- Maximum FAR: 2.0
- Lot Size: N/A

See policies starting on page 3.1-46 for additional development regulations and standards.

Commercial Recreation (C/R)

This designation provides for a mix of recreation-oriented commercial uses and associated facilities that accommodate a large number of people at one time (e.g., 500+). The Commercial Recreation designation is only applied to areas where a specific development proposal is submitted or where a commercial recreation development already exists. Developments in Commercial Recreation designated areas may include a mix of uses, recognizing that they provide recreation experiences or that directly serve recreation uses. Developments must be located on a County-defined Major Arterial or higher classification roadway or near an identified recreational resource. Typical building types include one- to three-story commercial structures.

Allowed Uses

This designation provides for the following commercial recreation uses:

- Recreation-oriented uses
- Accessory commercial uses associated with the recreation use
- Caretaker residential dwellings
- Compatible public, quasi-public, and special uses

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: 0.00
- Maximum Density: 0.01
- Minimum FAR: N/A
- Maximum FAR: 0.50
- Minimum Size: 2 Acres





See policies starting on page 3.1-46 for additional development regulations and standards.

GOAL LU-5

Promote the development of regional and locally-serving commercial uses in communities and other areas of the unincorporated County.

LU-5.1 Market Area Consistency

The County shall require that the location, size, accessibility, and type of activities within commercial areas be consistent with the respective markets. (RDR)

LU-5.2 Strip Commercial Development

The County shall discourage new strip commercial development, and shall ensure the expansion of existing strip commercial development does not encroach into residential or agricultural areas. (RDR/PSP)

LU-5.3 Commercial Lot Coverage

The County shall limit the lot coverage of new development in the Neighborhood Commercial, Community Commercial, General Commercial, Office Commercial, Freeway Service, and Rural Service Commercial designations by using an intensity standard in the Development Title. (RDR)

LU-5.4 Commercial Conflicts and Visual Impacts

The County shall require new commercial development to address potential land use conflicts and visual impacts through site specific performance standards related to landscaping, screening, lighting, access, signage, setbacks, and architectural design. (RDR)

LU-5.5 Bicycle Access and Parking

The County shall require new commercial development within Urban Communities and City Fringe areas to include bicycle access and secure parking racks. (RDR)

LU-5.6 Commercial Uses in Residential and Industrial Areas

The County shall allow limited commercial uses, with appropriate commercial zoning, in residentially- and/or industrially-designated areas within Urban Communities, provided such uses are:

- located at least one mile from another such business or area designated Neighborhood Commercial;
- located on a Collector or higher classification roadway;
- limited in lot size to 1.0 acre and no more than 10,000 square feet of leasable space;
- developed so that buildings cover no more than 60 percent of the lot and are no more than one story in height; and
- designed and operated such that lighting, signage, and hours of operation do not adversely affect surrounding residential or industrial areas. (RDR/PSP)

LU-5.7 Crossroads Commercial Uses in Agricultural Areas

The County shall allow crossroads commercial uses, with appropriate commercial zoning, in areas designated Limited Agriculture and General Agriculture, provided such uses are:

- located at an intersection on a Minor Arterial or roadway of higher classification; and

- located at least two miles from the nearest area serving a crossroads commercial function or a planned neighborhood or community commercial area; and
- able to function safely with a septic system and individual water well. (RDR/PSP)

LU-5.8 Administrative and Professional Offices

The County shall direct new single-use administrative and professional offices and office complexes to the Office Commercial designation, and shall allow smaller offices in the Community Commercial and Neighborhood Commercial designations as part of a larger commercial development. (RDR/PSP)

LU-5.9 Special Purpose Plans

The County shall require significant new development to prepare a Special Purpose Plan in areas designated Freeway Service, Commercial Recreation, or Mixed-Use, unless the development is in an area that has an existing Master Plan or Specific Plan that can accommodate the proposed development. The Community Development Director shall determine whether a proposed project shall be required to prepare a Special Purpose Plan. (RDR/PSP)

LU-5.10 Commercial and Industrial Transition Areas

In areas where a General Commercial land use designation is adjacent to an industrial land use designation, the County shall allow commercial and industrial uses to mix in order to form a transition between the two designated areas. The specific uses that may be allowed must be based upon land use plans and criteria included in an approved Special Purpose Plan, which applies to both designated areas. This policy may not be applied to areas designated by the General Plan as Neighborhood Commercial, Commercial Recreation, or Truck Terminal, and may not be applied to properties that do not have a full range of public infrastructure and services. (RDR/PSP)

Freeway Commercial Development

LU-5.11 Freeway Service Development

The County shall require that Freeway Service developments are designed in an attractive manner that creates a favorable impression of the County by considering the relationship to adjacent uses, site design and scale of development, building architecture, landscaping, signage, and circulation and parking. (RDR)

LU-5.12 Limited Freeway Service Centers

The County shall limit the number of Freeway Service designated interchanges to encourage clustering of uses at selected interchanges and maintain the open space and agricultural character of the county experienced by the freeway traveler. (RDR/PSP)

LU-5.13 Freeway Service Master Sign Plans

The County shall encourage comprehensive or integrated master sign plans for significant Freeway Service areas through the preparation of Special Purpose Plans. Integrated sign regulations included in an approved Special Purpose Plan may supersede the County's specific sign regulations for the CFS zone in the Development Title. (RDR/PSP)

Commercial Recreation Development

LU-5.14 Commercial Recreation Uses

The County shall ensure that developments within areas designated Commercial Recreation are limited to those serving the recreation area and do not detract from commercial uses within Urban and Rural Communities that provide for the typical commercial and service needs of County residents. (RDR/PSP)

LU-5.15 Commercial Recreation Uses in Agricultural Areas

The County may allow commercial recreation uses in planned agricultural areas because of their unique needs, such as direct access to natural resources or roadways or their need for a large land area. These uses shall be subject to approval of a discretionary permit that includes a review of impacts of the proposed use on the surrounding area. (RDR/PSP)

LU-5.16 Commercial Recreation Design

The County shall require Commercial Recreation uses to use a unifying theme that incorporates appropriate standards for grading, landscaping, lighting, noise, and circulation to minimize off-site impacts that could adversely impact surrounding uses. (RDR)

LU-5.17 New Marinas

The County shall require proposed new marinas to be evaluated to assess their impacts on the waterways, riparian habitat, adjacent land uses, and traffic circulation. (RDR/PSR)

LU-5.18 Recreational Vehicle Parks

The County may allow the development of recreational vehicle parks in Freeway Service designated areas to provide accommodations for freeway travelers or for access to nearby recreation areas. (RDR/PSP)

LU-5.19 Golf Course Development

The County may allow the development of new golf courses in areas designated for residential or agricultural uses based on the size of the facility, distance to the population to be served, availability of existing golf courses, and potential impacts on surrounding land uses and circulation. (RDR/PSP)

Mixed Use Development

LU-5.20 Mixed-Use Community Centers and Corridors

The County shall encourage both vertical and horizontal mixed-use development within community centers and near or along transportation and transit corridors, bicycle paths, and pedestrian facilities as a means of providing efficient land use, housing, and transportation options for county residents. The County shall ensure that mixed-use developments include appropriate transit, bicycle, and pedestrian facilities. (RDR/PSP)

LU-5.21 Mixed Uses

The County shall encourage mixed-use development in urban communities, provided it does not create land use conflicts and provides for a close physical and functional relationship of project components. (RDR/PSP)

LU-5.22 Mixed-Use Development

The County shall require new mixed-use developments to be developed under a single plan that details the full buildout of the development and any associated phasing for construction and includes specific design guidelines and standards that address the overall site design, scale of development, relationship to adjacent uses, circulation and parking, architecture, infrastructure, and landscaping. (RDR/PSP)

LU-5.23 Live-Work Development

The County shall encourage mixed-use developments to include live-work floor plans for residents who desire office, commercial, or studio space adjacent to their living space. (RDR)

Industrial Development

The San Joaquin County industrial real estate market is one of the region's key economic assets, based on its strategic location, the numerous transportation networks, and the availability of relatively inexpensive land. This sector is strong in San Joaquin County and is expected to remain so because of its central location in California, proximity to major markets along the West Coast, and favorable access to various major transportation networks, including major freeways (i.e., SR-99, I-5, and I-205 and I-580 freeways), the Union Pacific and Burlington Northern Santa Fe Railway (BNSF) rail lines, a growing airport, and the Port of Stockton. The focus of this goal section is to provide guidance for future employment and industrial uses in the County.

See policies starting on page 3.1-54 for additional development regulations and standards for industrial development.







Limited Industrial (I/L)

This designation provides for a range of industrial employment-generating uses, including production, assembly, warehousing, and distribution, that are conducted entirely within enclosed buildings and have screened outdoor storage areas. The Limited Industrial designation is limited to areas served by, or planned to be served by, a public water, wastewater, and drainage system. Developments must be located on a County-defined Minor Arterial or higher classification roadway. Typical building types include industrial structures limited to 100 feet in height.

Allowed Uses

This designation provides for the following limited industrial uses:

- Light manufacturing, warehousing, distribution, and corporation yards
- Wholesale uses and accessory business offices
- Industrial and employee supporting retail and service uses
- Compatible public, quasi-public, and special uses





Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: .N/A
- Maximum FAR: 0.60
- Lot Size: N/A

See policies starting on page 3.1-55 for additional development regulations and standards.

General Industrial (I/G)

This designation provides for industrial employment generating uses that may produce loud noise or vibration, high heat, glare, or noxious odors and tend to have a high volume of truck traffic. The General Industrial designation is limited to areas served by, or planned to be served by, a public water, wastewater, and drainage system. Developments must be located on a County-defined Minor Arterial or higher classification roadway. Typical building types include industrial structures limited to 100 feet in height.

Allowed Uses

This designation provides for the following moderate to heavy industrial uses:

- Manufacturing, warehousing, distribution, and corporation yards
- Wholesale uses and accessory business offices
- Industrial and employee supporting retail and service uses
- Compatible public, quasi-public, and special uses

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: .N/A
- Maximum FAR: 0.60
- Lot Size: N/A





See policies starting on page 3.1-55 for additional development regulations and standards.

Truck Terminals (I/T)

This designation provides for locations for the transfer of goods from large freight trucks and trains to smaller local distribution trucks or to consolidate small loads to large freight trucks and trains for delivery to distant locations, and for the storage and transfer of uncontainerized materials. The Truck Terminals designation is limited to areas within one mile of a freeway interchange that are outside Urban and Rural Communities and outside the path of planned urban development. This designation may not be applied adjacent to existing or planned residential, commercial (other than Freeway Service), or Resource Conservation designated areas. Developments must be located on a County-defined Minor Arterial or higher classification roadway, or frontage road. Typical building types include industrial structures limited to 100 feet in height.

Allowed Uses

This designation provides for moderate to heavy industrial uses:

- Truck terminals and associated maneuvering space, parking, and railroad sidings
- Storage facilities for containers and unpackaged materials
- Truck refueling, repair, and maintenance facilities
- Truck terminal and employee supporting business offices, retail, and service uses
- Compatible public, quasi-public, and special uses

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: .N/A
- Maximum FAR: 0.60
- Lot Size: N/A



See policies starting on page 3.1-55 for additional development regulations and standards.

WAREHOUSE INDUSTRIAL (I/W)

This designation provides for wholesale distribution, warehouses, and service establishments catering to those uses that produce minimal industrial waste and have limited water demand. The Warehouse Industrial designation is typically applied to locations within or adjacent to utility special districts, or within two miles of Urban Communities. Developments must be located on and with direct access to a County defined Major Collector or higher classification roadway, or along a highway frontage road.

Allowed Uses

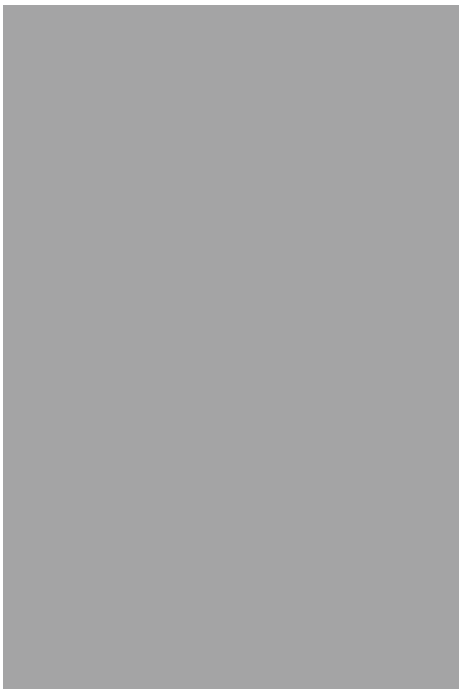
This designation provides for light industrial and warehouse uses:

- Freight and truck terminals and limited industry
- Indoor and outdoor storage facilities for containers and unpackaged materials, including chemical, mineral and explosives storage, and vehicle storage
- Truck refueling, repair, and maintenance facilities
- Warehouse supporting business offices, retail, and service uses, including construction services
- Compatible commercial, public, quasi-public, and special uses

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: .N/A
- Maximum FAR: 0.60
- Minimum Lot Size: 2 acres



See policies starting on page 3.1-55 for additional development regulations and standards.

GOAL LU-6

Promote the development of new industrial and employment uses in the unincorporated areas of the County that are compatible with surrounding land uses and meet the present and future needs of County residents.

LU-6.1 Employment Centers

The County shall encourage the development of carefully planned employment centers and industrial uses in areas with suitable topography and adequate public infrastructure, including water, sewer, and transportation access. The County shall encourage New Communities to contain employment centers as well as other uses. (PSP)

LU-6.2 Industrial Sites

The County shall designate a sufficient number of industrially planned areas to allow a variety and choice of sites for new businesses in terms of location, parcel size, transportation access, and availability of services and labor. (PSP)

LU-6.3 Employment Center Access

Where appropriate, the County shall direct new employment centers and industrial developments to locate near existing or future freeway interchanges and major highway intersections and along existing or future transit, bicycle, and pedestrian and trail corridors. (RDR/PSP)

LU-6.4 Processing Facilities

The County shall allow industrial processing facilities on agriculturally designated lands and Resource Conservation designated lands only if the facility is directly related to the processing of an agricultural crop produced in the County or a mineral resource extracted on lands adjacent to the facility. Such developments will be required to obtain a conditional use permit that limits the use only to those activities associated with the resource. (RDR)

LU-6.5 Industrial Grouping

The County shall group employment centers, industrially designated areas, and truck terminals to reduce conflicts with surrounding land uses and to make efficient use of infrastructure and services. (RDR/PSP)

LU-6.6 Industrial Lot Coverage

The County shall limit the lot coverage of developments in the Limited Industrial (I/L) and General Industrial (I/G) by using an intensity standard in the Development Title. The County shall discourage the creation of flag lots for industrial uses. (RDR)

LU-6.7 Industrial Development

The County shall require new industrial development provide adequate access, parking, landscaping, loading and storage areas, and buffers. The County shall ensure that industrial uses and employment center developments include appropriate transit, bicycle, and pedestrian facilities. (RDR)

LU-6.8 Sustainable Technologies

The County shall encourage all employment and industrial projects to incorporate

sustainable technologies including energy and water efficient practices. (RDR)

LU-6.9 Truck Terminal Access

The County shall require new Truck Terminal developments to provide adequate space to allow for easy access and maneuvering of trucks in and out of loading docks, and for parking both trucks and employee vehicles. (RDR)

LU-6.10 Truck Terminal Screening

The County shall restrict Truck Terminal operations and activities to areas within the boundaries of the terminal property and shall require the development and maintenance of adequate landscaping, screening, and other buffers to protect adjacent properties from potential nuisances associated with truck movements and goods loading/unloading. (RDR)

LU-6.11 Truck Terminal Location

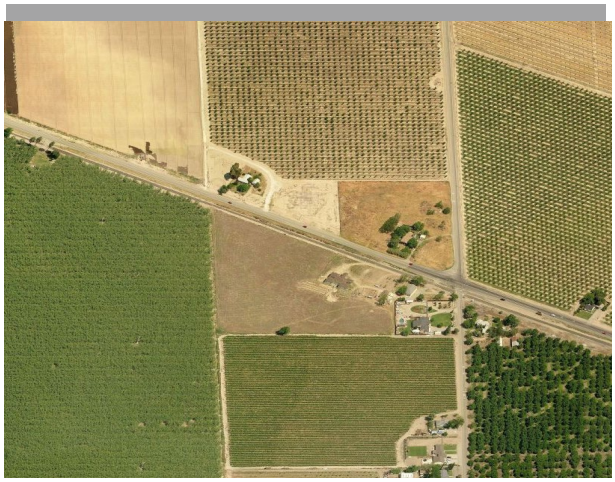
The County shall limit truck terminal locations to areas within one mile of a freeway interchange that are outside Urban and Rural Communities and outside the path of planned urban development and located on a County-defined Minor Arterial or higher classification roadway, or frontage road. (RDR/PSP)

Agricultural Lands

Agriculture is a major industry in San Joaquin County and plays a critical role in the regional economy. Local agriculture and agricultural operations also benefit the community by providing accessible fresh produce. The County is committed to protecting and supporting the agricultural industries in the County.

The focus of this goal section is to emphasize the importance of farming in San Joaquin County, identify ways to protect productive agricultural operations, and identify ways to promote and sustain the industry. *(Note: see the Economic Development section for specific policies related to the expansion of agricultural industries, wineries, and agri-tourism)*.

See policies starting on page 3.1-60 for additional development regulations and standards for agricultural land.







General Agriculture (A/G)

This designation provides for large-scale agricultural production and associated processing, sales, and support uses. The General Agriculture Designation generally applies to areas outside areas planned for urban development where soils are capable of producing a wide variety of crops and/or support grazing. Typical building types include low-intensity structures associated with farming and agricultural processing and sales.

Allowed Uses

This designation provides for the following commercial agricultural operations and associated support uses:

- Crop production, grazing, and livestock raising facilities
- Agricultural processing facilities (e.g., canning operations, stockyards, feedlots)
- Agricultural support and sales (e.g., feed/grain storage, crop spraying, sale yards)
- Single-family detached dwellings
- Farm-employee housing and farm labor camps
- Accessory second units and ancillary residential structures
- Compatible public, quasi-public, and special uses
- Natural open space areas

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: 0.05 Dwelling Units/Acre
- Minimum FAR: N/A
- Maximum FAR: 0.01
- Minimum Lot Size: 20.0 Acres or 160.0 Acres where no surface irrigation water is available





See policies on page 3.1-62 for additional development regulations and standards.

Limited Agriculture (A/L)

This designation provides for small-scale and specialty agricultural production and associated processing, sales, and support uses. The Limited Agriculture Designation generally applies to areas outside areas planned for urban development where soils are capable of producing a wide variety of crops and/or support grazing. The Limited Agriculture Designation will be considered in areas of small-scale agricultural operations where the parcels are generally between five and ten acres in size outside of areas planned for urban development, and in areas zoned AL-5 and AL-10 as of the adoption of this General Plan. Typical building types include low-intensity structures associated with farming and agricultural processing.

Allowed Uses

- This designation provides for the following small-scale agricultural operations and associated support uses:
- Crop production, grazing, and livestock raising facilities (e.g., dairies)
- Agricultural support and sales (e.g., feed/grain storage, sale yards)
- Single-family detached dwellings and mobile homes
- Accessory second units and ancillary residential structures
- Farm-employee housing and farm labor camps
- Compatible public, quasi-public, and special uses (e.g., parks)
- Natural open space areas

Development Standards

- Development within this designation is subject to the following standards:
- Minimum Density: N/A
- Maximum Density: 0.2 Dwelling Units/Acre
- Minimum FAR: N/A
- Maximum FAR: 0.01
- Minimum Lot Size: 5.0 Acres







See policies on page 3.1-62 for additional development regulations and standards.

Agriculture-Urban Reserve (A/UR)

This designation provides a reserve for urban development, but is not necessary to accommodate development projected during the planning period of the General Plan (i.e., 2035). The Agricultural-Urban Reserve designation generally applies to areas currently undeveloped or used for agricultural production that are in the logical path of development around an Urban Community or City Fringe Area. This designation may be applied to areas adjacent to cities and in City Fringe Areas if: 1) the area identified is designated for urban development in a city general plan, and 2) the County determines that the area represents a reasonable expansion of a city.

Allowed

This designation provides for open space and the following agricultural operations and associated support uses including:

- Crop production, grazing, and animal raising facilities (e.g., dairies)
- Agricultural support and sales (e.g., feed/grain storage, sale yards)
- Single-family detached dwellings
- Accessory second units and ancillary residential structures
- Farm-employee housing and farm labor camps
- Natural open space areas
- Compatible public, quasi-public, and special uses (e.g., parks)
- Natural open space areas



Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: 0.05 Dwelling Units/Acre
- Minimum FAR: N/A
- Maximum FAR: 0.01
- Maximum Lot Size: 20.0 Acres

See policies on page 3.1-62 for additional development regulations and standards.

Agriculture/Industrial (A/I)

This designation provides for limited dry uses that complement both agricultural and industrial business and will not generate a significant amount of waster or utilize a large amount of water. Other agricultural uses may also be permitted where feasible: however, the Agriculture/Industrial designation generally applies to parcels that are not ideal for large-scale or small-scale farming operations due to size, location, irregular shape or classification of farmland, and are not likely to develop during the planning period of the General Plan (i.e., 2035) due to a lack of available public services. Typical uses include truck parking, truck sales, and other limited dry uses not dependent on public services. Parcels considered for this designation shall be located with access to a publicly maintained roadway and shall be subject to meeting all locational criteria found in Land Use Goal LU-7.

Allowed Uses

This designation provides for the following uses that complement both agricultural and industrial businesses:

- Single-family detached dwellings
- Farm-employee housing and farm labor camps
- Compatible uses with agriculture
- Agricultural uses that are permitted in the General Agriculture designation and zone
- Dry uses benefiting from direct access to major interstates and highways
- Truck parking
- Truck sales
- Warehousing operations
- Uses that require minimal infrastructure improvements

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: 0.05 Dwelling Units/Acre
- Minimum FAR: N/A
- Maximum FAR: N/A
- Minimum Lot Size: 1.0 acre
- Maximum Lot Size: 20.0 Acres[1]

See policies on page 3.1-62 for additional development regulations and standards.

[1] Exceptions allowed pursuant to LU-7.19. page 3.1-64

GOAL LU-7

Provide for the long-term preservation of productive farmland and to accommodate agricultural services and related activities that support the continued viability of the County's agricultural industry.

LU-7.1 Protect Agricultural Land

The County shall protect agricultural lands needed for the continuation of viable commercial agricultural production and other agricultural enterprises. (PSP)

LU-7.2 Agricultural Support Uses

The County shall require new agricultural support development and non-farm activities to be compatible with surrounding agricultural operations. New developments shall be required to demonstrate that they are locating in an agricultural area because of unique site area requirements, operational characteristics, resource orientation, or because it is providing a service to the surrounding agricultural area. The operational characteristics of the use may not have a detrimental impact on the operation or use of surrounding agricultural properties. Developments must be sited to avoid any disruption to the surrounding agricultural operations. (RDR/PSR)

LU-7.3 Small Parcel Size Viability

The County shall not allow further fragmentation of land designated for agricultural use, except for the purpose of separating existing dwellings on a lot, provided the Development Title regulations are met. (RDR/PSP)

LU-7.4 Lot Line Adjustments and Density

The County shall not apply the density requirements of agricultural designations to lot line adjustments if the dwelling unit density for the affected parcels is not increased as a result of the Lot Line Adjustment. (RDR)

LU-7.5 Right to Farm

The County shall strive to protect agricultural land against nuisance complaints from non-agricultural land uses though the implementation of the San Joaquin County Right to Farm ordinance and, if necessary, other appropriate regulatory and land use planning mechanisms. (RDR/PSP)

LU-7.6 Illegal Dumping

The County shall work with property owners, waste collection providers, and law enforcement to find solutions to illegal dumping on agricultural properties, such as offering free trash drop-off days and increased penalties for illegal dumping. (RDR/SO)

LU-7.7 Agricultural Buffers

The County shall ensure non-agricultural land uses at the edge of agricultural areas incorporate adequate buffers (e.g., fences and setbacks) to limit conflicts with adjoining agricultural operations. (RDR)

LU-7.8 Farm-Related Housing

The County shall support the development of farm-related housing which facilitates efficient agricultural operations in agricultural areas. The County shall allow the development of farm employee housing and farm labor camps in all areas designated General Agriculture (A/G), Agriculture Industrial (A/I), Limited Agriculture (A/L), and Agriculture-Urban Reserve (A/UR) where there is a demonstrated need for such housing. (RDR)

LU-7.9 Agricultural-Urban Reserve

The County shall preserve areas designated Agricultural-Urban Reserve (A/UR) for future urban development by ensuring that the operational characteristics of the existing uses does not have a detrimental impact on future urban development or the management of surrounding properties, and by generally not allowing capital-intensive facility improvements or permanent structures that are not compatible with future urban development. (RDR/PSP)

Agricultural Preservation Mechanisms

LU-7.10 Agricultural Mitigation Program

The County shall continue to require agricultural mitigation for projects that convert agricultural lands to urban uses. (RDR)

LU-7.11 Agricultural Land Preservation Mechanisms

The County shall support regulatory, incentive-based, and financial mechanisms for the preservation of agricultural land. (PSP)

LU-7.12 Agricultural Land Conversion Mitigation

The County shall maintain and implement the Agricultural Mitigation Ordinance to permanently protect agricultural land within the County. (RDR)

LU-7.13 Agricultural Land Conversion.

The County shall support LAFCO policies that seek to preserve agricultural lands and consider the impact of annexations and Sphere of Influence amendments on agricultural land. (IGC)

LU-7.14 Agricultural Preserves

The County shall encourage all areas designated for agricultural uses to be placed in an agricultural preserve and be eligible for Williamson Act contracts, provided the land is not anticipated for development for at least 10 years. (PSP)

LU-7.15 Williamson Act Contracts

The County shall continue to administer the Williamson Act program and shall maintain procedures for Williamson Act contracts consistent with the policies in the General Plan. (PSP)

LU-7.16 Williamson Act Contracts Parcel Size

The County shall limit parcels eligible for Williamson Act contracts to those 40 or more acres in size in the case of prime land or 80 or more acres in the case of nonprime land. (MSPP)

LU-7.17 Small Parcel Williamson Act Non-renewals

The County shall file a notice of non-renewal for parcels smaller than ten acres in size which are held in Williamson Act contracts. (PSP)

LU-7.18 Freeway/Highway Access

The County shall require that Agriculture/Industrial designated parcels have freeway or highway access by meeting one or more of the following;

- Within a one-half (1/2) mile radius from the centerline of an interchange along Interstate 5, Interstate 205, Interstate 580, or State Route 99;
- With frontage along State Route 4, State Route 12, or State Route 88: or
- Within 1 mile of the centerline of Interstate 580 or State Route 132 with a designated haul route

LU-7.19 Parcel Size Exceptions

The County shall prevent the premature conversion of viable agricultural land by limiting the Agriculture/Industrial development to parcels 20 acres or less in size, except that parcels larger than 20 acres may be considered if it can be proven that the site is no longer viable for agricultural purposes and has historically remained unfarmed. Soil classification and access to irrigation water may be considered when determining viability.

LU-7.20 Prime Farmland

The County shall not apply the Agriculture/Industrial designation to properties that are under a Williamson Act or Farmland Security Zone contract, or to agricultural properties categorized as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland by the California Department of Conservation's Farmland Mapping and Monitoring Program.

LU-7.21 Primary or Secondary Zone of the Delta

The County shall not allow parcels located within the Primary Zone of the Delta to be designated as Agricultural/Industrial, but may consider parcels located within the Secondary Zone of the Delta on a case-by-case basis. Parcel-specific characteristics will be considered in regards to the Delta Protection Commission's Land Use Resource Management Plan and the Delta Stewardship Council's Delta Plan.

Open Space, Resources, Parks, and Recreation Areas

San Joaquin County is home to a variety of natural assets and resources. While the Delta is the County's single most important recreational asset, there are also a number of other recreational attractions including, parks, rivers, and hiking, biking, and equestrian trails. These resources provide opportunities for residents and visitors to enjoy the County's heritage and natural setting. The focus of this goal section is to provide guidance for future open space, resources, parks and recreation area uses in the County.

See policies starting on page 3.1-65 for additional development regulations and standards for parks and recreation and resource conservation.







Parks and Recreation (OS/PR)

This designation provides for improved parks and recreation facilities and associated recreation activities. The Parks and Recreation (OS/PR) designation is applicable to neighborhoods, communities, and other areas of the County. Typically, these areas are characterized by a high degree of open area, and a limited number of buildings. Recreational facilities frequently include sports fields, playground equipment, picnic areas, sitting areas, concession businesses, open turf and natural areas, trails, and golf courses.

Allowed Uses

This designation provides for the following public and quasi-public uses:

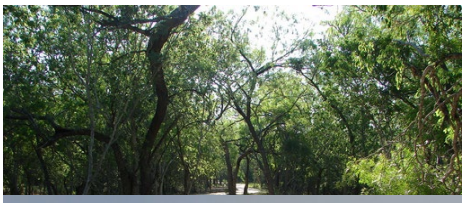
- Parks (community and regional parks)
- Greenways and trails
- Public and private golf courses
- Commercial recreation facilities with an emphasis on the outdoors
- Compatible public, quasi-public, and selected special uses

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: N/A
- Maximum FAR: 0.01
- Lot Area: N/A







See policies on page 3.1-65 for additional development regulations and standards.

Resource Conservation (OS/RC)

This designation provides for areas with significant natural resources that should remain in open space, used for recreation, or preserved and used for resource production (e.g., mining). The Resource Conservation (OS/RC) designation may be applicable to any area of the county that is essentially unimproved and planned to remain open in character, improved for recreational uses, managed in the production of resources, protected from development-related impacts, or restricted from access for the protection of the community (e.g., floodplains).

Allowed Uses

This designation provides for the following public and quasi-public uses:

- Woodlands
- Riparian areas
- Habitat
- Natural parks and recreation areas
- Floodplains
- Mineral resource areas
- Areas with permanent open space easements
- Compatible public, quasi-public, and selected special uses

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: N/A
- Maximum FAR: 0.01
- Lot Area: N/A





See policies on page 3.1-65 for additional development regulations and standards.

GOAL LU-8

Protect open space for its recreational, agricultural, safety, and environmental value and provide adequate parks and open space areas throughout the County.

LU-8.1 Open Space Preservation

The County shall limit, to the extent feasible, the conversion of open space and agricultural lands to urban uses, and place a high priority on preserving open space lands for recreation, habitat protection and enhancement, flood hazard management, public safety, water resource protection, and overall community benefit. (PSP)

LU-8.2 Open Space Character

The County shall require new development in Resource Conservation designated areas to be planned and designed to maintain the scenic open space character of the surrounding area, including view corridors from highways. New development should use natural landforms and vegetation in the least visually disruptive manner possible, and use design, construction, and maintenance techniques that minimize the visibility of structures. (RDR)

LU-8.3 Waterway Conservation and Restoration

The County shall encourage the conservation and restoration of rivers, creeks, and sloughs as multi-functional open space corridors that complement adjoining development and connect city and County recreation facilities (e.g., parks). (RDR/PSP)

LU-8.4 New Parks and Open Spaces

The County shall ensure that sufficient parks, open space, waterways, and trails are planned throughout the County, to ensure adequate facilities are available to existing and future residents, including underserved areas and low-income neighborhoods. (PSP)

LU-8.5 Discretionary Permit to Open Space Resources

The County shall require all new development in areas designated Resource Conservation (OS/RC) to obtain a discretionary permit, conditioned to protect the resources. (RDR)

Public Uses

Public uses are an important piece of the urban and rural fabric. Providing the necessary public facilities and services to meet the needs of existing and future residents and businesses is vital for a safe and prosperous County. The focus of this goal section is to provide guidance for future public/quasi-public uses in the County.

See policies starting on page 3.1-69 for additional development regulations and standards for public uses.







Public (P/F)

This designation provides for location of services and facilities that are necessary to the health and welfare of the community. The Public designation may be applicable to any area of the County where a public or quasi-public use is appropriate or where a public agency owns property. Building types vary based on use.

Allowed Uses

This designation provides for the following public and quasi-public uses:

- Government buildings
- Public and private schools
- Colleges and universities
- Libraries
- Penal institutions
- Hospitals
- Public and private airports (excluding the Stockton Metropolitan Airport)
- Water, wastewater, and drainage facilities
- Transportation and utility facilities
- Other compatible public, quasi-public uses

Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: N/A
- Maximum FAR: 0.01
- Lot Area: N/A







See policies starting on page 3.1-69 for additional development regulations and standards.

Airport Multi-Use (AP/X)

This designation provides for the protection of basic aviation functions of the Stockton Metropolitan Airport and for flexible siting of commercial, industrial, and recreational uses at the airport. The Airport Multi-Use (AP/X) designation is limited to areas that are part of the Stockton Metropolitan Airport as of August 1, 1995. Residential uses are prohibited in this designation. Building types vary based on use.

Allowed Uses

This designation provides for the following Stockton Metropolitan Airport-related uses:

- Aviation facilities
- Airport compatible commercial, industrial, and recreational uses
- Compatible public, quasi-public, and special uses



Development Standards

Development within this designation is subject to the following standards:

- Minimum Density: N/A
- Maximum Density: N/A
- Minimum FAR: N/A
- Maximum FAR: 0.60
- Lot Area: N/A



See policies starting on page 3.1-69 for additional development regulations and standards.

GOAL LU-9

Provide for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that are located and designed to complement San Joaquin County communities and to minimize incompatibility with neighborhoods and other uses.

LU-9.1 Adequate Community Supporting Uses

The County shall encourage the development of a broad range of public and private community-supportive facilities and services within Urban Communities to provide places that serve the varied needs of the community, provide for community meeting places, and provide community and neighborhood landmark buildings and places. (PSP)

LU-9.2 Buffers

The County shall ensure that residential and other non-compatible uses are separated and buffered from major public facilities, such as landfills, airports, and wastewater treatment facilities, using location appropriate measures (e.g., distance, screens, berms). (RDR)

LU-9.3 Excellence in Public Projects

The County shall lead by example, demonstrating design excellence in County projects, and County-subsidized projects. (SO)

LU-9.4 LEED Standard for County-Owned Buildings

The County shall ensure that all new or renovated County-owned buildings are energy efficient and meet, at a minimum, LEED (Leadership in Energy and Environmental Design) Silver or equivalent standard. (RDR/SO)

GOAL LU-10

Promote a mix of compatible uses in appropriate areas of the Airport East Property at the Stockton Metropolitan Airport.

LU-10.1 Property Uses

The County shall encourage the following types of uses within the Airport East Property:

- those needing direct runway access;
- those that would benefit from the airport proximity;
- those that would benefit from the proximity to State Route 99;
- large corporate tenants; and
- uses serving the employees within the Airport East Property. (PSP)

LU-10.2 Property Promotion

The County shall ensure the Airport East Property is developed and maintained in an attractive manner so as to promote the property and the airport. (RDR/PSP)

LU-10.3 Development Considerations

The County shall consider the following in any development of the Airport East Property:

- aviation, employee, and customer safety;
- marketability of the airport for aviation uses, including attraction of commercial airlines and passengers;
- use of a portion of the property for a campus-like business park; and
- use of a portion of the property near State Route 99 for uses serving the freeway traveler. (RDR)

LU-10.4 Airport East Property Transit and Bicycle Access

The County shall plan for transit and bicycle access to the Airport East Property. (PSP)

LU-10.5 Airport East Property Siting

The County shall require that the location of uses for the highway traveler are easily accessible from State Route 99 on the Airport East Property. (RDR)

LU-10.6 Airport East Property Adjacent Uses

The County shall require land uses adjacent to the airport entry road present a campus-like appearance on the Airport East Property. (RDR)

LU-10.7 Airport East Property Direct Access

The County shall require direct access to the passenger terminal from the freeway services uses on the Airport East Property. (RDR)

LU-10.8 Prohibited Uses on Airport East Property

The County shall not allow the following types of land uses on the Airport East Property:

- uses dealing with significant (non-incidental) amounts of hazardous materials;
- residential and accessory uses;
- big box retailers, such as warehouse or discount stores and other large retail stores;
- power centers;
- factory outlet malls; and
- the following specific land uses: adult entertainment, boutique sales, community assembly, tent revivals, funeral services, agricultural excavations, religious assembly, quarry excavations, dry cleaning plants, inoperable vehicle storage, animal specialty services, recycling, and scrap operations. (RDR)

Communities

Unincorporated San Joaquin County includes a combination of old and new farms, ranches, and rural settlements. The County's numerous communities each have individual needs and varying community desires for the future.

It is the County's overarching intent that new urban development be planned to occur in incorporated cities. If growth is to occur in unincorporated areas, the County will direct it towards City Fringe Areas, Urban Communities, and Rural Communities.

City Fringe Areas. There are seven cities in the County. Cities have jurisdiction over land within their city limits and the San Joaquin County General Plan reflects the city plans within these areas. Every attempt has been made to coordinate city planning activities with County planning. City Fringe Areas generally include lands within a city Sphere of Influence or lands adjacent to incorporated city limits that are of interest to the County due to existing or potential future development. While the County maintains jurisdiction of these lands, City Fringe Areas are possible candidates for future city annexation and require careful planning coordination.

Urban Communities. Urban Communities typically have larger population sizes, higher residential densities and public service levels, and a historic role as region-serving, commercial centers that distinguish them from the smaller rural communities. They are typically served by community water and wastewater systems.

Rural Communities. Rural Communities generally have populations between 100 and 1,000. Their character varies from historic towns originally established as stagecoach or rail stops, to isolated clusters of ranch-style residences on large lots. Many of these communities have small local-serving commercial areas at their major crossroads, an elementary school, a cemetery, and agricultural-support uses. Unlike Urban Communities, Rural Communities may have small community water systems but lack community sewer systems.

The first part of this section contains overarching goals and policies that establish the general direction for the amount and types of growth that are appropriate for different types of unincorporated communities as well as areas adjacent to cities. It also provides guidance on expanding existing unincorporated communities or planning and developing new unincorporated communities. The second part of the section contains goals and policies that address the specific needs of existing unincorporated communities, where applicable. Many of the goals also reflect co-benefits to public

health, integrating community design strategies including those that promote everyday physical activity, reduce pollution-related illnesses, and increase sense of community. The Urban and Rural Communities in San Joaquin County are listed below and shown in Figure C-1.

Urban Communities

1. French Camp
2. Linden
3. Lockeford
4. Morada
5. Mountain House
6. Thornton
7. Woodbridge

Rural Communities

1. Acampo
2. Banta
3. Chrisman
4. Clements
5. Collierville
6. Coopers Corner
7. Farmington
8. Glenwood
9. Lammersville
10. New Jerusalem
11. Noble Acres
12. Peters
13. Stoneridge
14. Vernalis
15. Victor

Relationship to Other General Plan Elements

The policies in this section supplement and amplify Countywide land use policies that relate specifically to development in communities. The policies are closely related to other sections in the Community Development Element, including Land Use, Housing, and Economic Development. They are also indirectly related to other elements of the General Plan, including Public Facilities and Services and Natural and Cultural Resources. These policies must be consistent with the Countywide goals and policies. For some communities, there are no supplemental policies because the Countywide policies adequately address the particular needs for the community.

Insert Figure C-1: Unincorporated Communities

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Planning Framework

In order to achieve the goals of the guiding principles, San Joaquin County will need to maintain and implement a planning framework for future development in its identified Urban and Rural Communities and City Fringe Areas. This conceptual structure of planning principles will provide the context for how the County wishes to grow in these areas. The policies in this section seek to establish this framework and work towards creating a County identity and character that protects vital resources.

GOAL C-1

Maintain a planning framework that promotes the viability of Urban and Rural Communities and coordinates development within City Fringe Areas, while protecting the agricultural, open space, scenic, cultural, historic and natural resources heritage of the County.

C-1.1 Community Identity

Recognizing that San Joaquin County's Urban and Rural Communities are the primary living environments for the County's unincorporated population, the County shall strive through its planning and provision of services to preserve and enhance their distinctiveness, identity, and livability. (RDR/PSP)

C-1.2 Character and Quality of Life

The County shall encourage new development in Urban and Rural communities to be designed to strengthen the desirable characteristics and historical character of the communities, be supported by necessary public facilities and services, and be compatible with historical resources and nearby rural or resource uses. (RDR)

C-1.3 Protect Established Communities

Within Urban and Rural Communities, the County shall ensure that new development provides sensitive transitions between existing and new neighborhoods, and require new development, both private and public, respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of each community. (RDR)

C-1.4 Complete and Well-Structured Communities

The County shall promote the development of complete and well structured Urban and Rural Communities whose physical layout and land use mix promote healthy activity and mobility (including walking and biking to services), and transit use (where available); foster community pride; enhance community identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. (RDR/PSP)

C-1.5 Orderly and Compact Development

The County shall promote orderly and compact development within Urban and Rural Communities and City Fringe Areas. The County shall direct urban development to areas within the designated boundary of each Urban and Rural Community, as defined on Figure C-1. (RDR)

C-1.6 Promote Infill

The County shall promote infill development within existing Urban and Rural Communities and City Fringe Areas before expanding community boundaries. (PSP)

C-1.7 Self-contained Communities

The County shall encourage the development of appropriately-scaled commercial uses and recreational opportunities in Urban and Rural Communities that reduce the need to travel outside the community. (RDR)

C-1.8 Special District Boundaries

In areas where special districts provide urban services, the County shall work with San Joaquin LAFCo to distinguish between "urban" and "rural" service areas for the purpose of establishing spheres of influence for such districts. If an unincorporated community is served by a special district, the Urban or Rural Community boundary should be consistent with the district's "urban" sphere of influence. (PSP/IGC)

C-1.9 Available Infrastructure

The County shall only approve new development in Urban Communities and City Fringe Areas where adequate infrastructure is available or can be made available from an existing City, agency, or special district for the development, and there are adequate provisions for long-term infrastructure maintenance and operations. (RDR)

C-1.10 Land Use Designation Amendments

For applications to amend a land use designation within an Urban or Rural Community the County shall consider the land uses within the entire community boundary and determine whether changes in other areas of the community may be warranted. In cases where the County determines other changes should be made, the applicant for the amendment shall be required to include the other changes as part of the amendment subject to agreement by other property owners. (PSP)

Unincorporated Urban Communities

This section addresses Countywide growth and development patterns in San Joaquin County's unincorporated Urban Communities. The County seeks to support and encourage Urban Communities in their land use planning efforts to ensure that a quality living environment is provided for existing and future residents. The policies in this section direct urban development to vacant and underused land within unincorporated Urban Communities so long as adequate infrastructure and services are available or provided with the new development.

GOAL C-2

Provide a realistic planning area around each Urban Community that provides a framework for economic development, the provision of infrastructure and services, and overall quality of life.

C-2.1 Planning for Urban Communities

The County shall plan Urban Communities to accommodate most of the unincorporated County's projected growth; provide a variety of land uses; receive urban services, including community wastewater treatment, water, and storm drainage. (PSP)

C-2.2 Urban Community Designation

The County shall limit the designation of Urban Communities to those unincorporated communities that have urban services (i.e., water and wastewater) provided by a public agency or areas that have been identified in this General Plan as an Urban Community. (PSP)

C-2.3 Urban Community Growth

The County shall direct new growth and development to Urban Communities that have available land within their established boundaries and adequate infrastructure and services to accommodate planned residential, commercial services, and employment uses. (PSP)

C-2.4 Development Standards in Urban Communities

The County shall require new development within Urban Communities to meet an urban standard for improvements, including: curbs, gutters, sidewalks, and streets. (RDR)

C-2.5 Appropriate Land Uses

The County shall plan Urban Communities with those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within Urban Communities. This is not intended to apply to farming or agricultural support uses, provided that such accessory uses are time-limited. (RDR/PSP)

C-2.6 Reduce Commute Times

The County shall encourage the development of employment generating uses within Urban Communities to reduce commute-related travel. (PSP)

Unincorporated Rural Communities

This section addresses the Countywide growth and development patterns in San Joaquin County's unincorporated Rural Communities. Rural communities are generally more than 50 acres in size, and have populations between 100 and 1,000. These areas may have small community water systems but lack community sewer systems. Through the policies in this section the County seeks to maintain the character of rural communities and ensure a quality living environment by improving the current state of a community.

GOAL C-3

Maintain a long-term planning area around each Rural Community to clearly delineate the boundaries of each community and maintain overall quality of life.

C-3.1 Rural Community Growth

The County shall plan Rural Communities to have minimal growth, mainly infill development in those communities with available land within their established boundaries, with expansion discouraged. (PSP)

C-3.2 Development in Rural Communities

The County shall limit development in Rural Communities to those that have adequate public services to accommodate additional population and commercial services that provide for immediate needs of the community's residents or the surrounding agricultural community. Development may also include low intensity industrial development that does not require public services. (RDR/PSP)

C-3.3 Rural Community Size

The County shall limit Rural Communities to areas that have a minimum land area of 50 acres and have populations between 100 and 1,000, or areas that have been identified in the General Plan as a residential area. (PSP)

C-3.4 Public Services in Rural Communities

To use financial resources efficiently, reduce growth pressure, and maintain the character of rural communities, the County shall not develop new urban-level infrastructure in Rural Communities (e.g., curbs, gutters, sidewalks, and public water and sewer systems), unless those changes respond specifically to stated local needs (e.g., Safer Routes to School). The County shall discourage other public agencies from developing urban-level infrastructure within Rural Communities, unless it is part of a project or process to convert the community into an Urban Community. (PSP/IGC)

C-3.5 Service Maintenance in Rural Communities

The County may fund, as necessary, the maintenance and upgrading of existing facilities and services within Rural Communities to protect public health and safety. The County shall not fund the upgrading of facilities and services within Rural Communities that would result in additional capacity for new growth. (PSP)

City Fringe Areas

The majority of future growth in San Joaquin County will occur in either the existing cities (Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy) or within their spheres of influence (i.e., City Fringe Areas). While the cities have land use authority within their city limits, the County coordinates planning efforts with the cities in the unincorporated portions of their spheres of influence. Consultation, coordination, and cooperation between the cities and the County are necessary and essential to planning for the future of the local population. The policies in this section address County and city coordination for future development in cities and their fringe areas.

GOAL C-4

Ensure that all development within City Fringe Areas is well planned, adequately served by necessary public facilities and infrastructure, and furthers Countywide economic development and open space preservation goals.

C-4.1 City Fringe Boundaries

The County shall maintain City Fringe Area boundaries around incorporated cities as the official edge between future urban and agricultural land uses. City Fringe Area boundaries define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns are to be given serious consideration as part of the land use review process. Areas within the City Fringe Areas shall represent the next logical area in which urban development may occur and the area within which cities may ultimately expand. To this end the County shall generally define City Fringe Areas consistent with adopted City Spheres of Influence, unless otherwise depicted or defined in the General Plan. (PSR/IGC)

C-4.2 Coordination with Cities

The County acknowledges that upon annexation the cities ultimately will have primary responsibility for planning, new development approval, and the provision of services within City Fringe Areas; however, the County will maintain jurisdiction over development decisions until annexations occur. Within City Fringe Areas, the County shall coordinate with cities on plans, policies, and standards relating to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, and other closely related matters affecting orderly development within City Fringe Areas. (RDR/PSP/IGC)

C-4.3 Consistent Planning

For land that is within a City Fringe Area, the County shall generally maintain General Plan land use designations that are consistent with the city's adopted General Plan, provided a city's planned growth patterns and development are consistent with the San Joaquin Council of Government's Regional Transportation Plan and Sustainable Communities Strategy, provide for compact growth patterns and higher-density, mixed-use development, and include provisions to permanently preserve agricultural land within the County. The County shall maintain jurisdiction over development decisions in all unincorporated areas until annexations occur. (RDR/PSP/IGC)

C-4.4 Agriculture-Urban Reserve

The County shall, as appropriate, apply the Agriculture-Urban Reserve designation to unincorporated properties within City Fringe Areas that are planned for future development by cities in their general plans. (PSP)

C-4.5 City Development Standards

The County shall continue to notify a city whenever the County receives development applications for discretionary development permits within a City Urban Fringe Area, and solicit input from the City on the proposal. Where the Board of Supervisors finds that a proposed urban development is consistent with County General Plan objectives to approve development within a City Fringe Area, the County shall consider requiring the project to meet the development standards of the city in question and connect to City services. (RDR/PSP/IGC)

C-4.6 Tax/Revenue Sharing

As tax sharing agreements are negotiated, the County shall encourage cities to pursue more compact growth patterns and higher-density, mixed-use development to preserve farmland and natural resource areas within the County. The County may use revenue sharing as a component of negotiation whenever a city general plan update is proposed to the County for review; SOI expansions are considered; annexations are proposed; or joint development projects are proposed by a city and the County. (PSP/IGC)

C-4.7 Spheres of Influence

The County shall advocate for San Joaquin LAFCo to maintain city SOIs consistent with County policies insofar as it is administratively feasible to do so. The County shall encourage San Joaquin LAFCo to consider the County's open space and agricultural policies as part of any proposal to expand a city's SOI. Emphasis shall be placed upon reasonable expectations for the provision of urban services within the next twenty years as reflected in LAFCo's Municipal Service Reviews, when determining the location of an SOI. (IGC)

C-4.8 Avoiding Isolating Unincorporated Areas

The County shall oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary without an examination of whether the city can or should provide specified public services to the area being considered. The County shall encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations, as well as areas that meet the definition of disadvantaged unincorporated communities pursuant to Government Code Section 56375. (PSP/IGC)

C-4.9 Farmland Preservation

The County shall discourage San Joaquin LAFCo from approving city annexations and city SOI expansions onto Prime Farmland if farmland of lesser quality is available and suitable for expansion elsewhere. The County shall encourage the long-term preservation of productive agricultural lands and operations when San Joaquin LAFCo considers such proposals. (PSP/IGC)

Community Expansions

Unincorporated community expansions allow the County of San Joaquin to provide for future housing needs. Community expansions are dependent upon meeting the objectives of demonstrating a need for additional land for urban development, being consistent with the affordable housing goals of the County, and providing sufficient, long-term infrastructure and services. The policies in this section require community expansions to be established through the adoption of a Master Plan, Specific Plan, and Public Financing Plan. The planning process will take a comprehensive approach by including an outreach and community involvement process.

GOAL C-5

Ensure the orderly expansion of communities when new development areas are needed to meet the needs of existing and future residents.

C-5.1 Community Expansions

The County shall require that any General Plan amendment to expand a community maintain consistency with the policies of the General Plan; demonstrate that there is a need for additional land for urban development in the community; and be consistent with and beneficial to the overall jobs/housing balance and the affordable housing goals of the community, and the promotion of active transportation and other quality of life choices. (RDR/PSP)

C-5.2 Community Expansion Considerations

As part of any General Plan amendment to expand a community, the County shall consider the following:

- impacts on existing neighborhoods, residents, and businesses;
- availability of a variety of housing choices for all socio-economic segments of the community;
- the balance between jobs and housing;
- availability of water for all existing and planned development;
- long-term provision of infrastructure and services for existing and planned development;
- creation of complete streets that provide for automobiles, pedestrians, bicycles, and public transit users;
- connections among pedestrian, bicycle, and open spaces and neighborhoods, commercial areas, and employment centers;
- impacts on the fiscal resources of the County and nearby cities. (RDR/PSP)

C-5.3 Community Designations

The Board of Supervisors may designate any areas of the County as an Urban Community, including a Rural Community that meets the definition of an Urban Community. Such a designation shall require a General Plan amendment. Once designated, the new Urban Community will be subject to the goals and policies designated for Urban Communities. (PSP)

C-5.4 Services for New Urban Communities

The County may allow the conversion of a Rural Community to an Urban Community provided that public services required to accommodate urban uses are available. The County shall require conversions to satisfy one of the following:

- Provide a will-serve letter from a City and obtain LAFCo approval for an out-of-agency service;
- Provide a will-serve letter from an existing independent special district(s) (e.g., County special district, Community Service District, Mello-Roos Community Facilities District, or other non-city public utility agency) and obtain LAFCo approval for annexation or an out-of-agency service as appropriate;
- Fund the formation of a new independent special district(s) (e.g., Community Service District, Mello-Roos Community Facilities District or other non-County public utility agency) to provide ongoing operation and maintenance. The Applicant would be responsible for the initial financing, design, and construction of the infrastructure facilities (subject to County Public Works review and approval);
- Use the County's allocation of the Regional Wastewater Control Facility for existing and future unincorporated developments. The Regional Facility is currently maintained by the City of Stockton's Municipal Utilities Department (MUD).
- When approved by the Department of Public Works, fund the formation of a new County special district that would perform ongoing maintenance. The Applicant would be responsible for the financing, design, and construction of the infrastructure facilities (subject to County Public Works review and approval). (PSP)

C-5.5 Rural Community Conversion

In the event a Rural Community is proposed for conversion to an Urban Community, the County shall require the preparation and adoption of a Master Plan and Public Financing Plan that includes the entire community. One or more detailed Specific Plans may be adopted for part or all of a community, as appropriate, consistent with the Master Plan and the Public Financing Plan. (RDR/PSP)

C-5.6 Significant Community Expansion Planning

In the event a proposed General Plan amendment would result in increase of residential acreage or population of a community by more than 50 percent, the County shall require a General Plan amendment for the entire community. Where an Urban Community is proposed for expansion, the County shall require the concurrent preparation and adoption of a Master Plan and Public Financing Plan that includes the entire community. One or more detailed Specific Plans may be adopted for part or all of a community, as appropriate, consistent with the Master Plan and the Public Financing Plan. (RDR/PSP)

C-5.7 Community Expansion Plan Requirements

The County shall require a new Master Plan, Specific Plans, and Public Financing Plans prepared for a community that include all areas within the existing and proposed community; contain a level of detail that is sufficient for full buildout of the community; and provide a mechanism for financing on- and off-site improvements, maintenance, and improvements for public services and facilities. Content and processing procedures for all Master Plans, Specific Plans, and Public Financing Plans shall conform to the guidelines approved by the Board of Supervisors. (RDR/PSP)

C-5.8 Amendments to Community Planning Documents

The County shall require a proposed General Plan amendment to expand a Community to include an amendment to any existing Master Plans, Specific Plans, and Public Financing Plans. (RDR/PSP)

New Communities

New communities provide an opportunity for San Joaquin County to accommodate future growth in new, balanced communities that provide full urban infrastructure and services, employment generating land uses, adequate water supplies, and institutional facilities. As such, the County expects a new community to be planned and developed as an Urban Community and result in a net fiscal benefit to the County and community service district that provides service to the community. The policies in this section require new urban communities to be established through the adoption of a Master Plan, Specific Plans, and a Public Financing Plan. The planning process will take a comprehensive approach by including an outreach and community involvement process.

GOAL C-6

Provide for the establishment of new communities within the County in areas located off productive farmland and natural resources.

C-6.1 New Urban Communities

The County shall ensure that new Urban Communities are adequately sized and developed at appropriate densities/intensities in order to provide a range of services, infrastructure, and job opportunities. New communities should result in regional and community benefits, consistent with the goals and policies outlined in the General Plan. (RDR/PSP)

C-6.2 New Urban Community Justification

The County shall ensure any General Plan amendment to add a new Urban Community to the General Plan be accompanied by adoption of revised population projections and allocations for the County, based on credible studies; or justification of the addition to the General Plan of the acreage in the new community. (RDR/PSP/PSR)

C-6.3 Net Fiscal Benefit

The County shall require that new Urban Communities do not significantly affect the fiscal resources of nearby cities, and demonstrate that they will result in a net fiscal benefit to the County and any community service district or special district that is expected to provide services to the new Urban Community. (RDR/PSP)

C-6.4 Reimbursement Agreements

The County shall require applicants for a General Plan amendment to add a new Urban Community to the Plan to enter into a Reimbursement Agreement requiring deposits into a Planning Trust Fund with San Joaquin County for all or an agreed upon part of the estimated cost of County processing the project. Agreements shall be subject to review and approval of County Counsel. (RDR/FB)

C-6.5 New Community Guidance Package

The County shall require proposals to create a new Urban Community to be accompanied by a Guidance Package for review by the Board of Supervisors. The Guidance Package shall include the following components, as applicable: project description and history; statement of understanding of the basic facts including a summary of compliance with the General Plan policies and standards; roles of the applicant and County in preparing any plans and environmental documents; identification of the anticipated planning issues that will need to be addressed through the application process; and a project schedule. (RDR/PSP/PSR)

C-6.6 New Rural Communities

The County shall limit the creation of new Rural Communities to existing unincorporated hamlets, rural service centers, and concentrations of residential development that meet the policies and standards set forth for Rural Communities in this General Plan. (PSP)

C-6.7 New Urban Community Planning

As part of any General Plan amendment to create a new Urban Community, the County shall require the preparation of a Master Plan and a Public Financing Plan. One or more detailed Specific Plans may be prepared for part or all of a new community, as appropriate, consistent with the Master Plan and the Public Financing Plan. Content and processing procedures for all Master Plans, Specific Plans, and Public Financing Plans shall conform to the guidelines approved by the Board of Supervisors. New communities should be planned to be self-sustaining so that they could logically petition for incorporation in the future. (RDR/PSP)

C-6.8 New Urban Community Plan Preparation

The County shall require the Master Plan, Specific Plans, and Public Financing Plan prepared for a new Urban Community to be adopted at the same time as the General Plan amendment creating the new community; contain a level of detail that is sufficient for full buildout of the community; be prepared on a communitywide basis; provide a mechanism for financing on- and off-site improvements for public services and facilities in each phase of development; and conform with the County's financing policies. (RDR/PSP)

C-6.9 Monitoring Urban Community Growth

The County shall determine compliance with the Master Plan, Specific Plans, and Public Financing Plan for a new Urban Community prior to approval of a new phase of development or issuance of building permits for the next phase of development. (RDR/PSP)

C-6.10 New Urban Community Locations

The County shall require that new Urban Communities are directed away from significant environmental resources, located in areas that minimize development of prime agricultural land or productive farmland, and designed to ensure that they will continue to be distinct communities, separate from existing communities and cities. (RDR/PSP)

C-6.11 New Urban Community Neighborhood Design

The County shall require new Urban Communities to be site-planned and designed to include identifiable, complete neighborhoods whose physical layout and land use mix promote active transportation (walking, biking, and transit use); foster community pride; enhance neighborhood identity; ensure public safety; encourage everyday physical activity; are family-friendly and address the needs of all ages and abilities. (RDR/PSP)

C-6.12 New Urban Community Housing

The County shall require new Urban Communities include a balance of housing types and densities that meet the needs of a range of socio-economic segments of the County. (RDR/PSP)

C-6.13 New Urban Community Commercial Services

The County shall require new Urban Communities plan for a range of commercial services necessary to meet the needs of residents. Commercial services should be designed as mixed-use, neighborhood-oriented centers that accommodate local-serving commercial, employment, and entertainment uses; provide housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit. (RDR/PSP)

C-6.14 New Urban Community Employment

The County shall require new Urban Communities to plan for employment generating uses that maintain a close balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all community residents. (RDR/PSP)

C-6.15 New Urban Community Parks and Open Space

The County shall require new Urban Communities to include a comprehensive and integrated system of parks, open space, and street/park trees that frames and complements neighborhoods and commercial and employment areas. New Urban Communities shall include sufficient parks, open space, parkways, and trails throughout the community to ensure adequate facilities are available to residents. (RDR/PSP)

C-6.16 New Urban Community Circulation

The County shall require that new Urban Communities contain a circulation system that provides for automobiles, pedestrians, bicycles, and public transit that link neighborhoods, commercial areas, employment centers, and parks, recreation, and open space areas. The circulation system shall meet General Plan policies for creating urban level complete streets. (RDR/PSP)

C-6.17 New Urban Community Services

The County shall require new Urban Communities to be served by public water, wastewater, and terminal storm drainage systems and provide for urban levels of police, fire, and flood protection. Public services shall be designed in such a manner as to be capable of serving only the proposed new Urban Community. The County shall require applicants for development of new communities to satisfy one of the following:

- Provide a will-serve letter from a City and obtain LAFCo approval for an out-of-agency service;
- Provide a will-serve letter from an existing County special district, Community Service District, Mello-Roos Community Facilities District, or other non-city public utility agency and obtain LAFCo approval for annexation or an out-of-agency service as appropriate;
- Fund the formation of a new independent special district (e.g., Community Service District, Mello-Roos Community Facilities District or other non-County public utility agency) to provide ongoing operation and maintenance. Developer would be responsible for the initial financing, design, and construction of the infrastructure facilities (subject to County Public Works review and approval);
- Use the County's allocation of the Regional Wastewater Control Facility for existing and future unincorporated developments. The Regional Facility is currently maintained by the City of Stockton Municipal Utilities Department (MUD).
- When approved by the Department of Public Works, fund the formation of a new dependent special district that would perform ongoing maintenance.

Applicants for new Urban Communities shall be required to study and guarantee, through a development agreement, that water and wastewater infrastructure needs can be developed, funded, and maintained. (RDR/PSP)

C-6.18 New Urban Community Water Supply

The County shall require new Urban Communities demonstrate access to adequate water supplies to meet the ultimate buildout of the community, consistent with General Plan policies for reducing further groundwater aquifer overdraft and maintaining sufficient water supplies for agriculture. Applicants for new Urban Communities shall be required to study and guarantee, through a development agreement, that existing and future water supply needs can be met and that existing users water supplies will not be negatively impacted. (RDR/PSP)

C-6.19 Combining Residential Designations

As part of a General Plan amendment to create a new Urban Community, the County may allow the Residential Low Density and the Residential Medium Density land use designations to be combined on the General Plan Land Use Diagram and in the Master Plan prepared for the new community. If combined, the Master Plan must identify the total acreages of each land use designation in any area where the two designations are combined and establish policies for the location of each designation. If prepared, a subsequent Specific Plan shall precisely locate Low Density and Medium Density Areas, in accordance with the General Plan Land Use Diagram and Master Plan policies. (RDR/PSP)

Individual Community Profiles

The following section provides a profile for each unincorporated community in the County and policies that address the specific needs of each community, where applicable. Each profile includes an overview of the community, a description of the community character, general plan policies specific to the community, and a map showing the General Plan Land Use Designations within and around the community. **For additional information refer back to Chapter 2 Planning Area Profiles of the updated General Plan Background Report.**

Urban Communities

UC-1. French Camp
UC-2. Linden
UC-3. Lockeford
UC-4. Morada
UC-5. Mountain House
UC-6. Thornton
UC-7. Woodbridge

Rural Communities

RC-1. Acampo
RC-2. Banta
RC-3. Chrisman
RC-4. Clements
RC-5. Collierville
RC-6. Coopers Corner
RC-7. Farmington
RC-8. Glenwood
RC-9. Lammersville
RC-10. New Jerusalem
RC-11. Noble Acres
RC-12. Peters
RC-13. Stoneridge
RC-14. Vernalis
RC-15. Victor

UC- 1 French Camp — Urban Community

Overview. French Camp is an Urban Community of about 4,421 (2008-2012 ACS data) residents located approximately four miles south of downtown Stockton. French Camp Slough forms the northern boundary of the community area and Interstate 5 forms the Western boundary. Airport Way and Roth Road border the east and south boundaries, respectively. The French Camp community covers almost three square mile of land.

French Camp is the oldest settlement in San Joaquin County. In 1827 trappers from Fort Vancouver discovered what seemed to be a limitless number of beaver in the area. By 1832 hunting treks were made annually to the area. The town remained a suitable hunting ground until 1845 when disease and a decline in beaver population halted the treks. By this time the town was popular among Mexican-Californians, and received the title "El Campo de los Franceses," or French Camp. In 1844 the second largest land grant ever provided by the Mexican government, totaling 48,747 acres, was awarded to Guillermo Gulnac and Charles M. Weber. Settled by 1847, French Camp received permanent settlers and began commercial activity.

By 1850 French Camp had two hotels, a general store, a saloon, and freight depot. French Camp Slough, with its high banks and navigable depths, provided transportation for various goods. The Slough also provided transportation when the roads into Stockton were washed out by winter storms. Despite these features, French Camp could not compete with Stockton and did not grow significantly during the late 1800s and early 1900s. Given French Camp's distinguished history, the community received the California State Historical Landmark designation in 1959.

Transportation linkages played a large role in the evolution of French Camp: French Camp Slough became an important water route to nearby Stockton; two railroad companies, Southern Pacific and Western Pacific (now Union Pacific), constructed lines through the community; and the Lincoln Highway, later known as Highway 50, directly linked French Camp to the east coast. These transportation routes increased the town's role as a regional supply center for agricultural activity and service to travelers.

Given French Camp's distinguished history, the community received the California Historical Landmark designation in 1959.






Urban Community

UC-1 French Camp

Community Character. French Camp consists of the original townsite just south of French Camp Slough, industrial and heavy commercial uses along two railroads which traverse the town, row crops, orchards intermixed with rural residences, and a large residential neighborhood just north of Roth Road. The latter area contains most of the community's population, although the original townsite is perceived as the "center" of the community. The mixture of industrial and residential uses, often existing on adjoining parcels, creates a sometimes negative visual image.

The community includes of five east-west and five north-south streets, small (one-quarter-acre) lots, commercial uses at the corner of French Camp Road and Ash Street, and a public school. The Southern Pacific Railroad, which forms the western boundary of the community, forms the spine of an industrial corridor that extends north into Stockton and south into Lathrop. Agricultural industries and construction-related businesses are located along the railroad. These uses also occur along the I-5 frontage road and along Roth Road.

The Union Pacific Railroad defines the eastern boundary of the old French Camp townsite. East of the railroad, the character of the landscape changes, with orchards and row crops replacing the industrial/residential mix. However, there are several rural residences in this area. Most of the residences in the French Camp area actually lie in the vicinity of Watters Road.

The town has very little local-serving commercial use and a relatively small area in public uses. Several County facilities are found near French Camp, including the San Joaquin County Hospital and Jail facilities. The County hospital and jail occupy over 100 acres of land.

Physical Setting. Land immediately adjacent to the French Camp Slough lies in the floodplain, restricting development in this area. There is also a large area in the northeast section of the community boundary area which is susceptible to shallow sheet flow flooding.

Over 90 percent of the land in French Camp is considered to be prime agricultural soil. This resource would be permanently lost if the planning area was fully urbanized. Although there are no significant biological resources in French Camp, riparian vegetation along the Slough provides habitat for various forms of wildlife. Also, a relatively large Valley Oak woodland is located just north of the Slough, outside the community. Most of the natural vegetation along the Slough east of the Union Pacific Railroad was removed when levee improvements were made.

There are three major noise sources in French Camp: Interstate 5, and the former Southern Pacific Railroad and Western Pacific Railroad mainlines, which are now operated by the Union Pacific Railroad. Given the location and orientation of these transportation routes, running north-south through the western, middle, and eastern portion of the planning area, there is a significant and consistent amount of noise within the community. The prevalence of industry, railroads, and the airport have made French Camp less desirable for residential development than areas of comparable distance north and east of downtown Stockton.

Planned Land Use. French Camp is projected to continue as an urban community through the year 2035. The community will require water, sewer, and improved storm drainage facilities in order to grow. A substantial increase in population will require new school and park facilities. Future development should tie together the various parts of the community, including the old townsite and the Watters rural residential area. As development occurs, the community's railroads, canals, and other manmade features should be used to define neighborhood boundaries and to separate incompatible uses.

Planned Circulation. None.

General Plan Policies Specific to French Camp

1. The County shall ensure that development in the old French Camp townsite respect the historic character of the community. The townsite's residential character should be retained, with commercial development encouraged west of the Union Pacific (former Southern Pacific) railroad tracks.

2. The County shall review and revise, as necessary, the policies for the French Camp Urban Community when public services become available to the community.

General Plan Implementation Specific to French Camp

None.

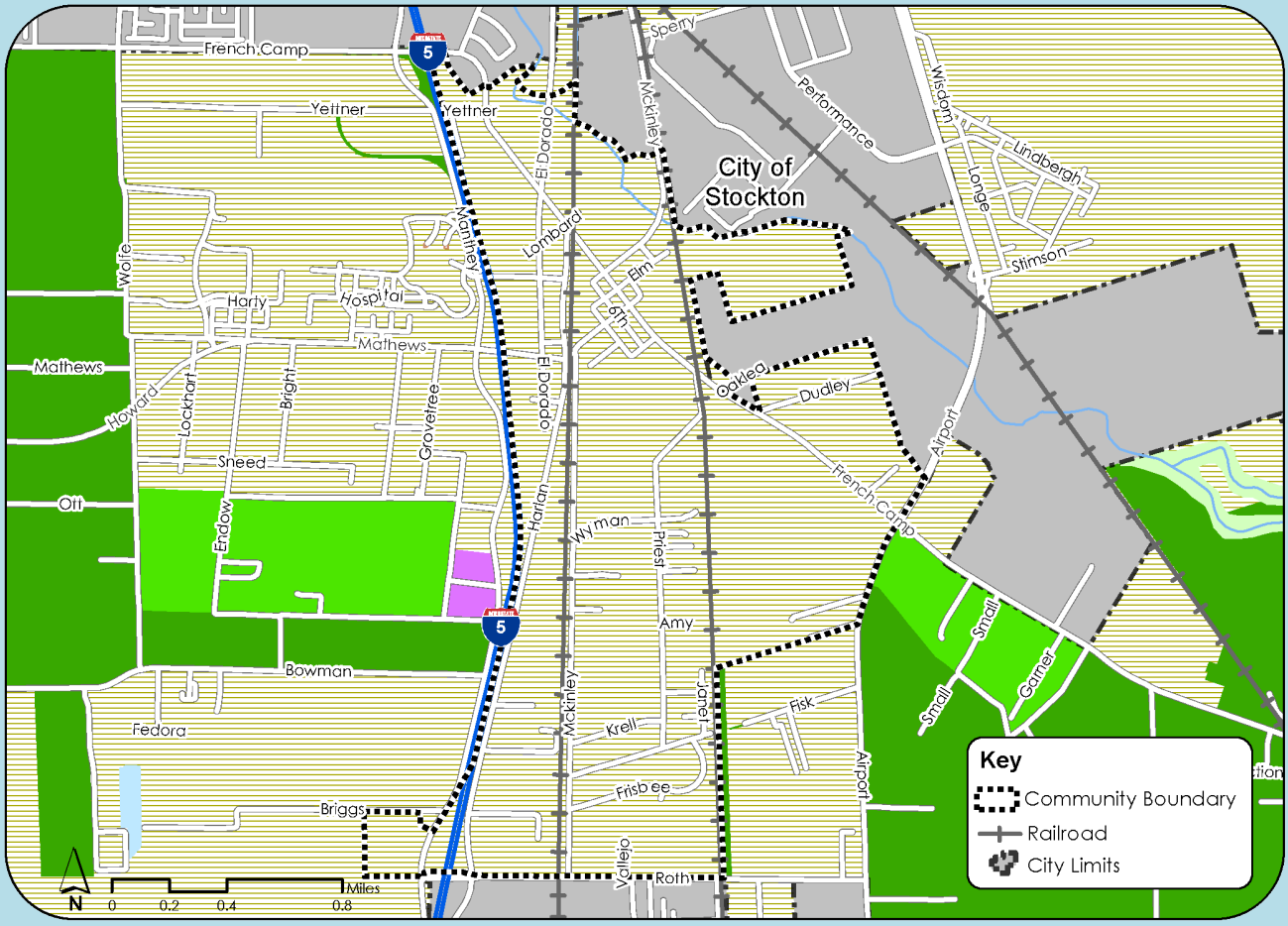
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	✓ Domestic Wells	
Water quality issues?	☐ Yes	✓ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	☐ Drainage system	✓ Ditches/ponds	✓ Localized flooding issues
Flood Protection:	✓ Levee protection	☐ Certified Levees	✓ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): I-5	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: French Camp-McKinley	
Library:	☐ Public library in community		
School District(s):	Manteca Unified School District 1 Elementary/Middle	0 High School	
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report

UC-1 French Camp

Urban Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for French Camp. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan, including the Community Plans.

Urban Community — UC-2 Linden

Overview. Linden is 13 miles east of Stockton on State Route 26. State Route 26 traverses the community and provides access from central Stockton to the recreational areas of the Sierras. The Linden community area boundary includes about 524 acres of land and a population of about 1,814 (2008-2012 ACS data).

The original settlements in the Linden area included Foreman's Ranch and 14 Mile House. These settlements were established in 1849 to serve travelers along Mokelumne Hill Road, a major gold rush route between Stockton and the Sierra foothills. The original 1855 Foreman's Ranch post office was relocated about a mile to the southwest in 1863 and, through the influence of James Wasley, a miner and rancher from Ohio, Foreman's Ranch was renamed Linden after his birthplace in Ohio. Wasley helped plan the new community by surveying the area and plotting six streets.

By 1868 the town was flourishing with commercial activity, including two general stores, two blacksmith shops, a wheelwright shop, a flour mill, two churches, a public school, and a hotel. The rich farmland in the vicinity, initially planted with wheat and alfalfa, was largely replaced with fruit and nut orchards after irrigation water became available.

During the 1860s daily stage service to Stockton was established along the Mokelumne Hill Road. This transportation route was improved in 1910 when the old dirt road was replaced by a paved Highway 26. Transportation was further improved in 1910 with completion of the Stockton Terminal and Eastern Railroad, a 15-mile railroad linking Stockton to Linden and Bellota.

In 1893 the community voted for incorporation. However, the election was invalidated because the County Board of Supervisors failed to file the proper documents in Sacramento, creating a controversy which later reached the California Supreme Court. Revival of incorporation attempts have occurred several times since then, always without success.

Orchard crops have been grown in Linden since 1917. Presently, cherries are the biggest producing crop in the Linden area.

With the advent of irrigation around Linden, the town became an important agricultural processing center. The town's original flour mill, established over 100 years ago, was converted to a kidney bean processing plant. The town still has a viable commercial district serving local residents and surrounding farm areas. Linden's growth was slow until the 1980s, when the pace of development picked up dramatically. There has been some growth in this area since 1970, namely in Linden Terrace and Moznett Estates, which are located just north of the original townsite. The town's easy access to Stockton, attractive setting, high school, and commercial services have attracted a number of new single family subdivisions.












UC-2 Linden

Urban Community

Community Character. Within the community, there are three distinct subareas, each with a different character. The central area is the historic core of Linden and follows the original grid street pattern. The area contains older single family homes, mature street trees, and several commercial and public buildings of historic interest. The eastern area, oriented along State Route 26, contains most of Linden's industry. The western area extends from the high school about a half-mile west and includes newer residential subdivisions and a large number of rural residences and small orchards. This area, along Archerdale Road and Front Street, is physically connected to Linden, but has a much more rural character.

Linden is a predominantly residential community. Most of its non-residential uses serve local residents or support nearby agricultural operations. The town is completely surrounded by orchards, making it one of the more picturesque communities in San Joaquin County. The area contains older single-family homes, mature street trees, and several commercial and public buildings of historic interest. A majority of the homes were built before World War II. Most occupy lots between 5,000 and 15,000 square feet. There has been some growth in this area since 1970, namely in Linden Terrace and Moznett Estates, which are located just north of the original townsite. Commercial activities are clustered in a two-block area along Route 26 between Bonham Street and Market Street.

The high school occupies over 40 acres west of downtown and is one of the town's most distinguishing features. The school contributes to the town's identity and reinforces Linden's role as a regional center. It has also been a magnet for growth in the town. Most of Linden's development since 1980 has occurred immediately west and north of the high school.

The success of such development in Linden has caused some concern that the character of the community may change in the future.

West of Duncan Road the Archerdale area extends along Front Street and Archerdale Road. Most of this area is served by public water but uses septic tanks for wastewater disposal. Lots range from one-half-acre to five acres and typically contain a residence and orchard. Nearly all of the area's 50 homes have been built since 1960. Residents of this area would like to preserve its rural qualities.

Physical Setting. Linden is surrounded by Class I agricultural soils. Urban development on these soils would mean an irreversible loss of a valuable and limited resource for San Joaquin County. Expansion of the community has been discouraged in the past for this reason. The town is free of flood hazards. On the west side of the community, State Route 26 has become a boundary between urban development to the north and intensive agricultural lands to the south. It will be desirable to maintain this boundary in the future to ensure the continued viability of agricultural operations south of Linden.

Planned Land Use. The General Plan allows limited residential development north of State Route 26 and focuses commercial development in the existing downtown area. Linden is expected to retain its small town character and agricultural employment base. Residents are expected to continue to oppose large-scale projects which develop farmland, increase traffic, and strain public services. Although the town's residents are interested in providing a variety of new housing opportunities, they do not wish to do so at the expense of their town's character.

Planned Circulation. None.

General Plan Policies Specific to Linden

1. The County shall maintain the right-of-way for State Route 26 for an ultimate five-lane road through Linden.
2. The County shall promote a variety of housing opportunities on the community's remaining vacant land.
3. The County shall direct any community expansion for residential development to the north of State Route 26.
4. The County shall require developments in the Archerdale Road/Front Street area to recognize existing development patterns. Future subdivision of this area will be discouraged.

General Plan Implementation Specific to Linden

None.

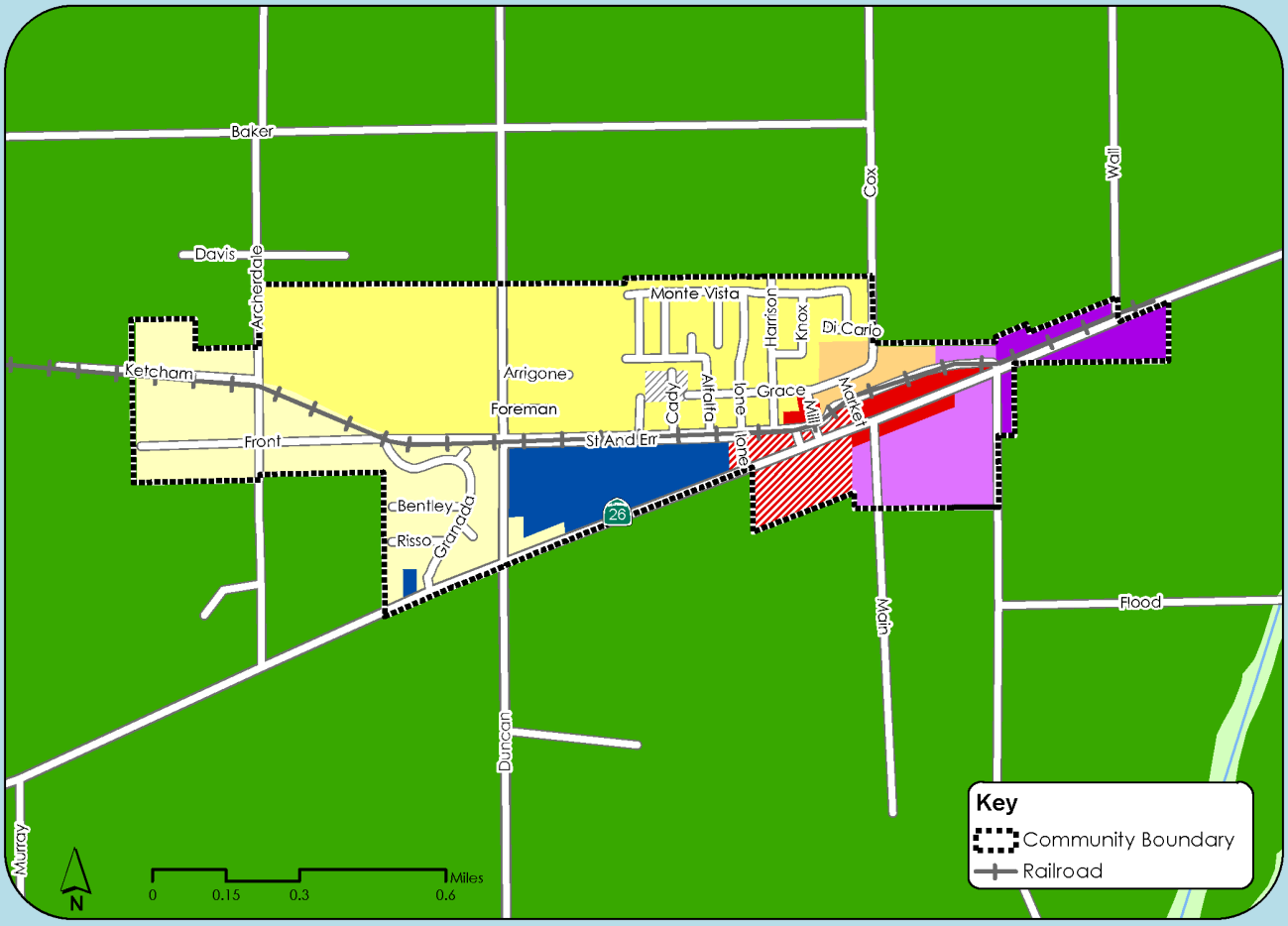
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	☐ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	✓ Sewer system	✓ Adequate capacity	☐ Septic systems
Storm Drainage:	✓ Drainage system	✓ Ditches/ponds	✓ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	✓ Public transit service
	✓ Highway access	Highway(s): SR 26	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Linden Peters Fire District	
Library:	✓ Public library in community		
School District(s):	Linden Unified School District	1 Elementary	1 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Urban Community

UC-2 Linden



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Linden. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

UC-3 Lockeford — Urban Community

Overview. Lockeford is an unincorporated community located 17 miles northeast of Stockton. State Route 12/88 traverses the community and provides access from nearby Lodi and Stockton to the recreational areas of the Sierras. The Southern Pacific Railroad (SPRR) runs east-west through the community and the Mokelumne River forms its northern border. The Union Pacific Railroad (UPRR) abandoned and removed the Kentucky House Branch Line in the early 2000s. The Lockeford community area boundary includes about 1,281 acres and a population of about 3,301 (2008-2012 ACS data).

The name "Lockeford" was derived from a ford in the Mokelumne River located on the ranch belonging to Dr. Dean J. Locke, who settled the area in 1851. In 1860 John A. Clapp used the name for his hotel, and within a few years the town was laid out on the Locke Ranch and officially named "Lockeford." The post office was established in 1861 with Luther Locke, father of the town's founder, as the first postmaster.

The community's founders envisioned the community as a base of navigation on the Mokelumne River. The community was home to the Mokelumne Steam Navigation Company, formed in 1862. By 1865, however, the SPRR thwarted efforts to develop a competitive steam shipping industry. The community prospered as an agricultural processing center, with dairy and beef cattle, hogs, and produce farmed on the rich bottomlands of the Mokelumne River. Agricultural trends shifted to irrigated pastures of Ladino clover, and alfalfa and rye grass.

The community was first served by the San Joaquin Sierra Nevada railroad in 1882. The railroad brought business and commerce to the town, including a creamery, a wagon manufacturer, and retail stores. Growth was slow but steady through the first part of the 20th century, and has increased during the 1970s and 1980s. Lockeford has become a stopping point for tourists en route to the Sierra. The community's proximity to Stockton has fueled residential growth, with a number of single family home subdivisions constructed during the last decade.

There are several historic resources in Lockeford. The original post office, known as the "White House" or "Locke House and Barn" is listed on the National Register of Historic Places. Locke's Ford on Locust Street is a California Historic Landmark. Other resources regarded as State Points of Historic Interest include: Locke's Meat Market, on State Route 12/88; the Old Lockeford School, on Jack Tone Road; and Harmony Grove Church and Cemetery, on Locke Road.

Community Character. Despite growth in the community, Lockeford retains much of its original character. The community center encompasses about 100 acres along both sides of State Route 12/88, extending five blocks from east to west and one block back from either side of the highway. The community contains older single family homes on small lots and many historic commercial and public buildings. The downtown area, with its narrow buildings and pedestrian scale, is reminiscent of the gold rush towns of the Sierra foothills. Several of the buildings in this area have been restored; others are vacant.

Development was contained within the town's original boundaries for many years, but extended well beyond the central area in the 1980s. Residential growth has been to the south and southeast. Industrial growth has occurred to the southwest of the community, primarily between Brandt Road and the railroad tracks. Commercial growth, historically focused in the community center, has shifted south along the State highway. A community shopping center has been constructed a half-mile south at Jack Tone Road, and the grocery and pharmacy downtown have relocated there. Some of the downtown buildings could potentially be re-used as specialty shops.

The majority of the developed land in Lockeford is devoted to residential use. Single-family homes are the predominant housing type, with some multiple units. Several mobile home parks are located in the community, including two large facilities in the south. Several subdivisions have given the town a more suburban character.

Lockeford's commercial land serves the immediate needs of residents and surrounding agricultural areas, as well as motorists using SR 12/88. Commercial uses include a number of antique stores and other establishments that have capitalized on the town's historic architecture. Industrial uses comprise more than a quarter of the developed land. Most of the community's industries are agriculturally-related. However, one of the largest industries is a steel building manufacturer, producing structures for agricultural, industrial, commercial, and institutional use. The plant consists of 140,000 square feet of buildings on 24 acres.

Historic Harmony Grove Church, on a one-acre site at Locke and Brandt Roads, is owned and operated by San Joaquin County. Elsewhere in the planning area, public land totals five acres, including the Lockeford Elementary School on Tully Road.

State Route 12/88 is the primary element of Lockeford's circulation system. In addition to carrying local traffic, the road is the town's primary link to Stockton and Lodi and is also a major regional access route to the Sierra. Consequently, the two-lane highway experiences high traffic volumes on weekends. Since it functions both as Lockeford's "Main Street" and as a major through- route, the highway within Lockeford has become a bottleneck. Opportunities to improve this stretch of highway are limited; consequently, construction of a State Route 12/88 bypass around the community may be necessary to maintain level of service standards.

The roadway level of service for State Route 12/88 through Lockeford will likely drop below the General Plan standard at some point during the planning period unless improvements to the highway are made, and the Lockeford State Route 12/88 Bypass currently being studied may not be constructed during the planning period. Developments within the Lockeford community, individually and/or collectively, will be responsible for mitigating impacts associated with additional traffic they create on State Highway 12/88 in accordance with the County's traffic impact study guidelines and Caltrans requirements.

Physical Setting. The bluffs of the Mokelumne River have formed a natural edge along the community's north side for many years. In addition to their scenic value, the bluffs separate Lockeford from the river's flood plain. The flood plain itself is agricultural and contains riparian vegetation and wildlife along the river. Bear Creek, which runs parallel to the river about two miles south, also is bordered by riparian

vegetation. Soils surrounding the community are primarily Class I and II and are intensively used for field and orchard crops. The community also contains significant oak groves, located on the eastern and southern edges of the community. Residents have expressed a desire to protect these areas from urban development.

Manmade factors will affect the location of growth in Lockeford as well. The railroad and State highway are major noise sources, although the UPRR abandoned and removed the Kentucky House Branch Line in the early 2000s. Industrial development southwest of the community makes this area less desirable for residential growth.



Urban Community — UC-3 Lockeford

Planned Land Use. Lockeford will continue to remain an urban center. Residential growth is directed to the south and east of the community center and industrial growth is directed southwest. Some expansion of the commercial area along SR 12/88 may occur.

Planned Circulation. State Route 12/88 traffic volumes are expected to increase during the planning period. Traffic projections indicate that through-traffic and additional community traffic will continue to increase and burden the State Route 12/88 system. Widening the highway within Lockeford was considered in conjunction with the 2003 Feasibility Study for SR 12/88 and was rejected due to the potential impacts to existing development along the historic portion of the highway and strong community opposition. The 2007 Project Study Report (PSR) evaluated a number of alternatives to accommodate future travel demand along the State Route 12/88 corridor and concluded that a bypass around Clements and Lockeford is the most viable solution. A Lockeford State Route 12/88 bypass study (Project Report), jointly sponsored by Caltrans, SJCOG, and San Joaquin County, has been initiated but put on hold due to funding constraints. When completed, the Project Report will recommend improvements necessary to accommodate projected future traffic demand in the corridor.

General Plan Policies Specific to Lockeford

1. The County shall restrict significant expansion of the growth area for the Lockeford community until solutions to the congestion on State Route 12/88 have been developed and implemented.

2. The County shall limit minimum parcel size in the Residential-Low Density land use designation in Lockeford to 8,000 square feet.

3. The County shall coordinate with the Lockeford Community Services District on all new development in the Lockeford area.

4. The County shall encourage the Lockeford Community Services District to continue to operate and maintain community services in Lockeford.

5. The County shall require that community water and sewer services be provided to "infill" land inside the Lockeford Community Services District before service is extended to property outside its current boundaries.

6. The County shall encourage the Lockeford Community Services District to add areas designated for industrial use into its service area.

7. The County shall protect the oak grove south of the Lockeford Elementary School.

8. The County shall require a minimum setback of 50 feet from the edge of the bluff on the Mokelumne River.

9. The County shall encourage the development of community fire station within the community of Lockeford.

10. The County shall require applicants for discretionary development permits along the Mokelumne River bluff and within 100 feet of the centerline of Bear Creek to prepare an archeology study and report to protect any stone age artifacts remaining there.

General Plan Implementation Specific to Lockeford

The County shall conduct a study on the feasibility of a State Route 12/88 bypass around Lockeford or an interim solution to congestion, better traffic control measures (turning lanes, stop signs, etc.). Based on findings from the Study, the County shall prepare a recommendation to the Board of Supervisors on improvements to State Route 12/88 and/or re-evaluation of the town's land use plan.

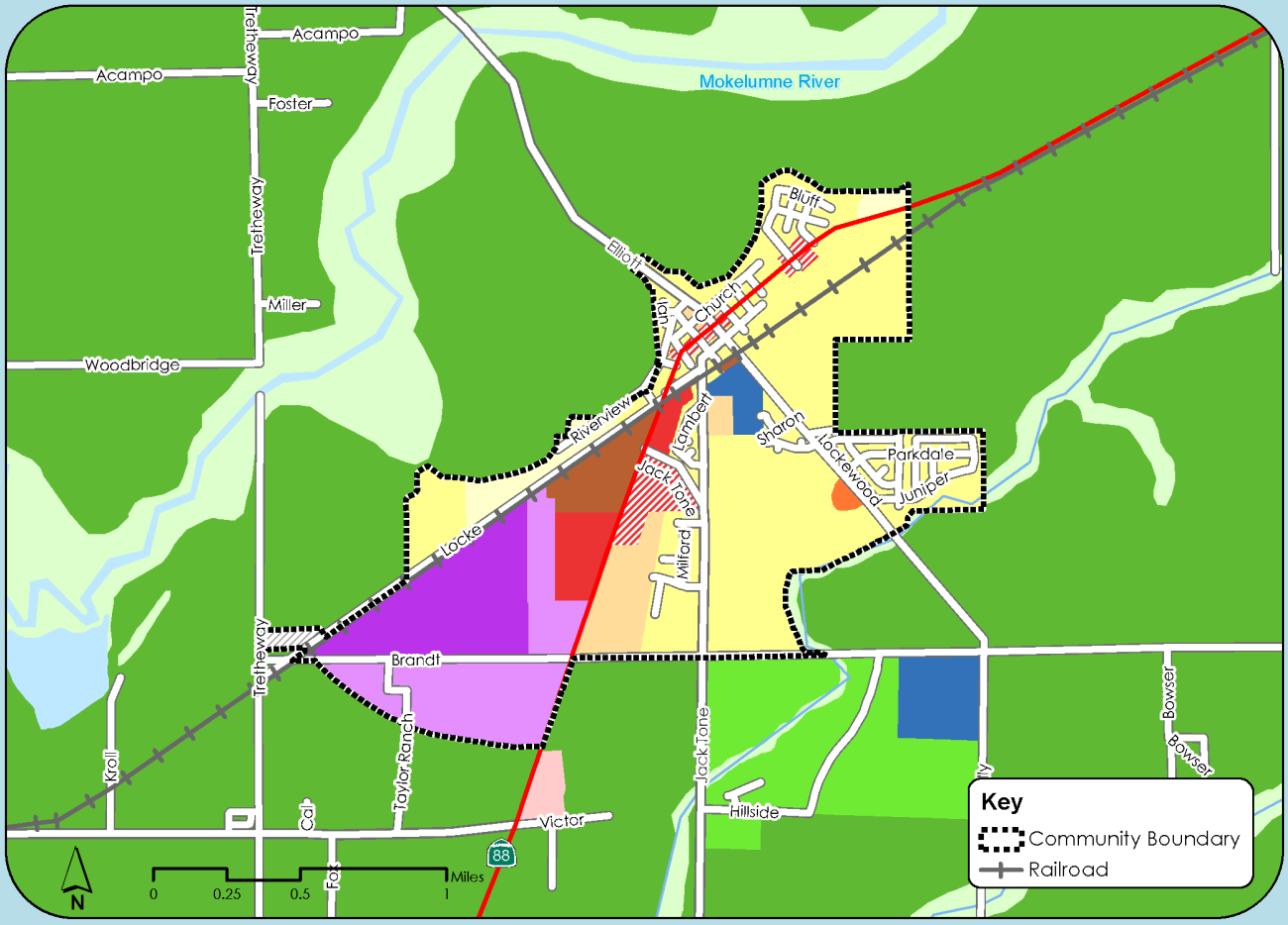
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	☐ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	✓ Sewer system	☐ Adequate capacity	☐ Septic systems
Storm Drainage:	✓ Drainage system	☐ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	✓ Levee protection	☐ Certified Levees	✓ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): SR 12/88	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Mokelumne Rural	
Library:	☐ Public library in community		
School District(s):	Lodi Unified School District	1 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

UC-3 Lockeford

Urban Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
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- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Lockeford. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

Urban Community

UC-4 Morada

Overview. Morada is a 3.5 square mile unincorporated community located about eight miles northeast of downtown Stockton adjacent to Stockton's urban fringe. The community area is bordered by Eight Mile Road on the north, the Calaveras River on the south, and State Route 99 on the west. The community's eastern boundary is less well-defined, following Hildreth Lane to Ashley Lane, and then running northwest to the Central California Traction Company railroad. The Mokelumne Aqueduct runs east-west through the community. The City of Stockton and the Stockton SOI abut Morada to the west and south.

Unlike most of the communities profiled in this document, Morada did not initially develop as a rail-oriented farm community. The community's history is relatively short, and it lacks a historic town center or point of origin. Prior to Morada's emergence as a "community," the area was planted in fruit and nut orchards. Local farmers traveled to Stockton or Lodi for services. Easy access from the Route 99 freeway and close proximity to Stockton led to the subdividing of many orchards during the 1950s, 1960s, and 1970s. Since the area lacked a sewer system, development took place on large lots, often more than an acre in size.

Community Character. Morada is a predominantly residential community with a population of approximately 4,387 people (2008-2012 ACS data). There are two predominant types of development in the area between Foppiano and Quashnick Roads: subdivisions with central water systems and lots between 10,000 and 20,000 square feet, and subdivisions with private wells and lots between one-half acres and two acres. The latter cover a greater percentage of the land area but contain fewer overall dwellings. The former include Almond Park, Gayla Manor, Morada Acres, Morada Estates, Morada Manor, Shaded Terrace, and Wilkinson Manor.

Residential uses in Morada constitute about 1,200 acres. Commercial uses totaling about 21 acres, are located along the State Route 99 frontage road, and are typically freeway-oriented businesses. Morada lacks a major shopping area or major commercial center. The community also has no industry. Public land uses occupy about 20 acres, including Davis Elementary School, Morada Middle School, and two fire stations. The community also has a small neighborhood park.

The combination of large lots and dense orchard foliage has made Morada one of the County's most desirable neighborhoods. Much of the area has a rural residential character, an image that has been reinforced by large-lot zoning of the community's vacant land over the last decade. Most of the orchards have now been subdivided to the point where commercial agriculture is no longer feasible within the community.

Physical Setting. Portions of central Morada are subject to 100-year flood hazards. These area generally lie along the Mokelumne Aqueduct between the Calaveras River and Mosher Slough. The community's soils are Class III; although these are not as fertile as Classes I and II, they are still highly productive and support a wide variety of field and orchard crops. Urbanization of the orchards has made farming impractical in most of Morada. Because of the community's proximity to Stockton, its existing development pattern, and its small parcel sizes, most of the farmland within Morada has been designated for future development. However, lands north and east of the community are to remain in agricultural use.

Morada is subject to noise from the State Route 99 freeway. Although the frontage road provides some buffer, the land immediately facing the freeway is poorly suited for residential use. Conversely, the existing neighborhoods of Morada, which are semi-rural and suburban in character, are poorly-suited for higher-density residential development and for commercial and industrial development. Residents of Morada wish to retain the rural character of their community and maintain their identity as a place distinct from Stockton.

Planned Land Use. Morada will retain the rural residential character of the existing community and reinforce this character by encouraging rural density development on the remainder of the town's vacant land. Urban density development is permitted south of the existing developed area only.

Planned Circulation. None.

General Plan Policies Specific to Morada

1. The County shall require any development proposals adjacent to Morada's freeway interchanges consider the ultimate plans for the interchange, especially where the need for additional freeway right-of-way has been determined.

2. The County shall not approve development south of Foppiano Lane until sewer, water, and drainage system capacity is available.

General Plan Implementation Specific to Morada

None.

UC-4 Morada

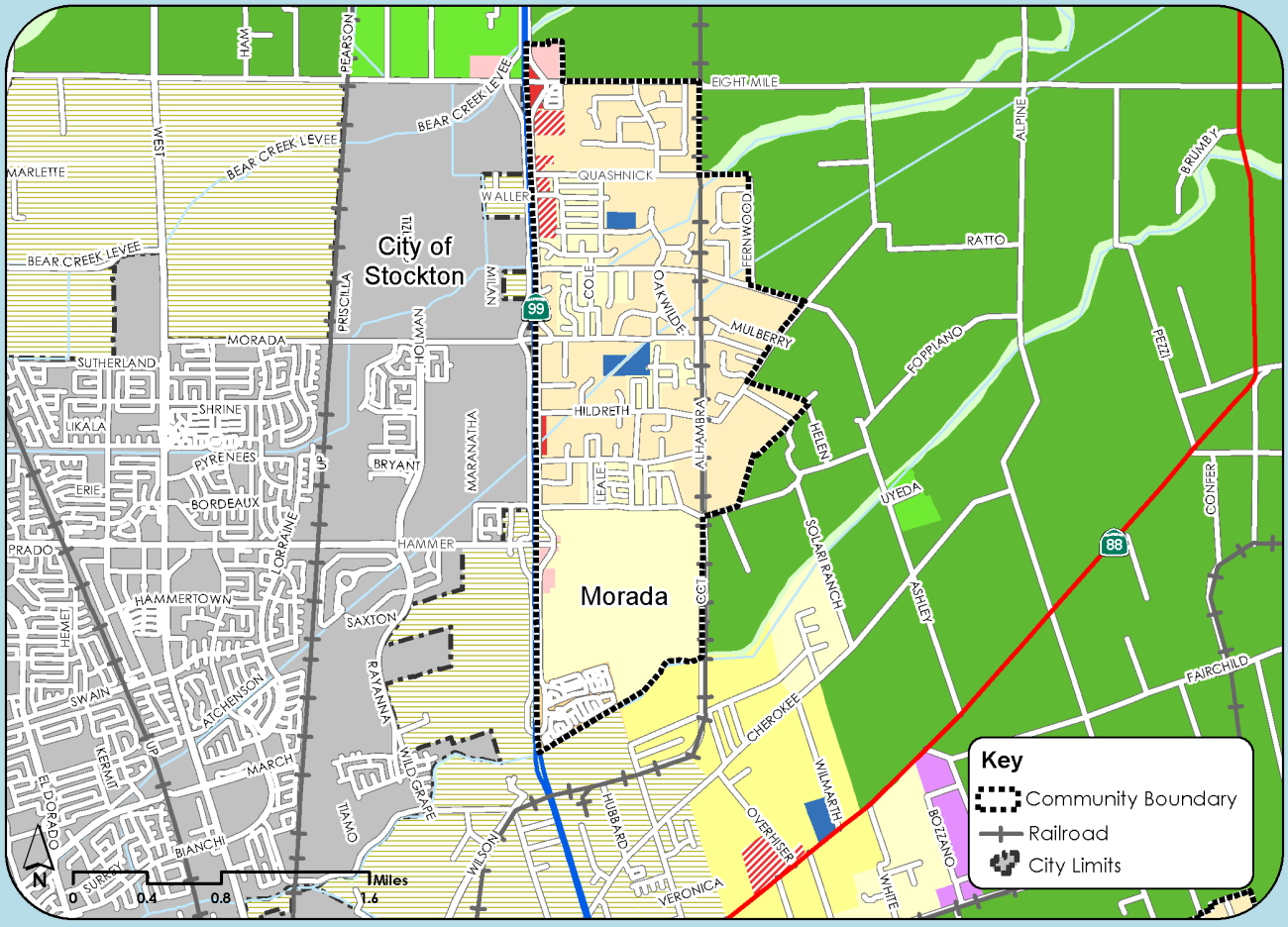
Urban Community

Summary of Infrastructure and Public Services[1]

Water Sources:	✔ Groundwater	☐ Surface Water	✔ Overdraft issues
Domestic Water:	✔ Water system	✔ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	✔ Sewer system	☐ Adequate capacity	✔ Septic systems
Storm Drainage:	☐ Drainage system	✔ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	✔ Levee protection	☐ Certified Levees	✔ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	✔ Public transit service
	✔ Highway access	Highway(s): SR 99	
Law Enforcement:	✔ Sheriff	☐ City	
Fire Protection:	☐ City	✔ District: Waterloo-Morada Rural	
Library:	✔ Public library in community		
School District(s):	Lodi Unified School District and Linden Unified School District		2
	Elementary	0 High School	
Parks/Recreation:	Morada Park (Neighborhood)		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Urban Community — UC-4 Morada



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Morada. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

UC-5 Mountain House

Urban Community

Overview. Mountain House is a new community planned on a 4,784-acre site located along the San Joaquin County line between I-205 and the Old River, northwest of Tracy. The Union Pacific Railroad Mococo Subdivision crosses the northern portion of the site and two minor creeks traverse the site, the larger of the two being Mountain House Creek. According to the 2012 American Community Survey (ACS) three-year data, the population of Mountain House was about 9,996.

There is no identifiable townsite within the boundaries of Mountain House. The town's namesake, located a couple of miles west at Grant Line and Mountain House Roads in Alameda County, is a historical location. In the 1850s it was a well-known stopping place for stagecoaches heading east and west. Soon after, a ferry crossing called Mohr's Landing was established at the eastern-most edge of the new community at Old River. It was destroyed by the Flood of 1862, and was replaced on nearby higher ground and later called Wickland. The establishment of Bethany in 1879 along a branch of the Central Pacific Railroad led to the final abandonment of Wickland. Bethany, just east of the new town boundaries, was in existence until 1940 when the post office closed.

The actual project area has been in agricultural production since the 1860s. Full development of diversified agriculture depended upon irrigation which was developed by Byron-Bethany Irrigation District (1916). Beginning in the 1930s the Central Valley project resulted in the construction of the larger scale canals located near the base of the hills south and west of the site. A historical survey of the area shows no structures eligible for National Register status; however, several of the barns are representative of the architecture unique to this area. The historic site of Wickland should be monitored for relics during development of the new community.

Initial development of the community began in 2001 and included low- and medium-density residential development with supporting commercial and limited industrial uses, with the assumption that the jobs/housing balance may not occur in the early phases.









Urban Community

UC-5 Mountain House

Community Character. Mountain House is intended to be a self-sufficient community, with urban services and a balanced mix of residential, commercial, industrial, institutional, open space, and recreational land uses.

Just over 50 percent of Mountain House is planned for residential development of varying densities. Commercial areas include a mixed-use Town Center and a central shopping area, as well as village and neighborhood shopping centers. A freeway service commercial area is planned at I-205 and Mountain House Parkway. Regional shopping is available in nearby Tracy. A business park and an industrial park are also planned along the eastern edge of the community.

Much of the character and visual amenities that make Mountain House a distinctive community result from the design of the open space areas and the proposed town center. A regional park is planned along Old River. This key visual element is tied into the project via the Mountain House Creek Community Park open space corridor which bisects much of the site. A wetland adjacent to the planned water treatment plant is planned for restoration and preservation.

Mountain House Creek is being reconstructed and revegetated to resemble natural. This creek area, as well as the wetland restoration area and other open space buffers, will provide cover and vegetation for some of the wildlife displaced by the loss of farmland.

Physical Setting. A majority of the Mountain House site is located on prime agricultural soils and is surrounded by farming operations except for an enclave of rural residential homes on Grant Line Road and another adjacent to Old River. The site is fairly level, sloping at 1 percent of the northeast. The site is bisected by two creeks which have been modified by historic farming practices. Mountain House Creek would be reconstructed and revegetated to resemble natural conditions as part of the proposed Tracy Planning Area Volume II September 2000 XII-33 open space corridor. This creek area, as well as the wetland restoration area and other open space buffers, would provide cover and vegetation for some of the wildlife displaced by the loss of farmland.

Planned Land Use. Mountain House will continue to be a self-sufficient community, with urban services and a balanced mix of residential, commercial, industrial, institutional, open space, and recreational

land uses. Within 20 to 40 years Mountain House is planned to house almost 39,000 people, include nearly 16,000 dwelling units, and employ approximately 21,000. These assumptions provide the basic framework for the formation of the Mountain House Master Plan, which provides direction for future development of the community.

Planned Circulation. See Chapter 9 of the Mountain House Master Plan.

General Plan Policies Specific to Mountain House

See the Mountain House Master Plan and Specific Plans.

General Plan Implementation Specific to Mountain House

None.

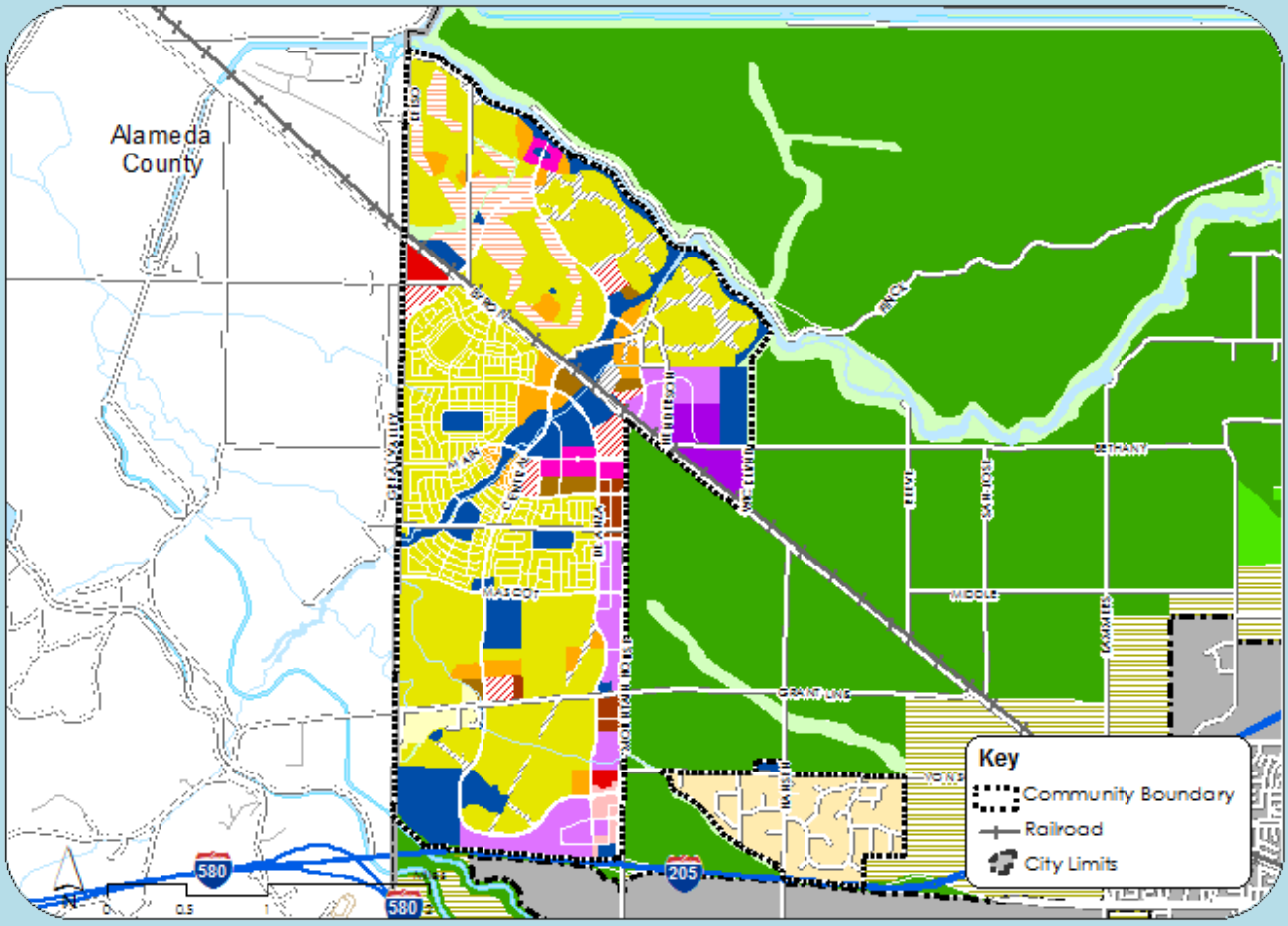
Summary of Infrastructure and Public Services[1]

Water Sources:	☐ Groundwater	☑ Surface Water	☐ Overdraft issues
Domestic Water:	☑ Water system	☐ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☑ Sewer system	☑ Adequate capacity	☐ Septic systems
Storm Drainage:	☑ Drainage system	☐ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☑ Levee protection	☐ Certified Levees	☑ 100-year Flood Zone
Circulation:	☑ Curbs/gutters	☑ Sidewalks common	☐ Public transit service
	☑ Highway access	Highway(s): I-205	
Law Enforcement:	☑ Sheriff	☐ City	
Fire Protection:	☑ City	☑ District: Tracy (City and Rural)	
Library:	☑ Public library in community		
School District(s):	Lammersville Unified School District 4 Elementary/Middle and 6 Planned Elementary/Middle		1 High School
Parks/Recreation:	6 existing parks: Altamont Park, Bethany Park, Creek Park, Questa Park, Wicklund Park (Neighborhood); Central Community Park (Community) 4 planned parks: 3 community parks and 1 regional park		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

UC-5 Mountain House

Urban Community



General Plan Designations

Residential
- Very Low Density (R/VL)
- Low and Medium Density (R/LM)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Office (C/O)
- Freeway Service (C/FS)
- General (C/G)
- Community (C/C)
- Recreation (C/R)

Mixed Use
- Mixed-Use (MX)

Industrial
- Limited (I/L)
- General (I/G)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

Public/Quasi-Public
- Public (P/F)

The 2035 General Plan Land Use Diagram provides planned land use direction for Mountain House. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

Urban Community

UC-6 Thornton

Overview. The town of Thorton is located 20 miles northwest of downtown Stockton and 30 miles south of Sacramento. The Mokelumne River flows from the east and passes along the northeastern side of the community. Nearby waterways are popular destinations for water activities including fishing, boating, and hiking. Interstate 5 is Thorton's western boundary. The town is surrounded by agricultural land. The Thornton community boundary includes about 520 acres and a population of about 809 (2008-2012 ACS data).

Thornton, originally known as New Hope Landing, was located on the 4,000-acre New Hope Ranch established by pioneer Arthur Thornton in 1855. By 1880 Arthur Thornton operated the local post office, saloon, and general store. The town also supported a hotel, livery stable, blacksmith, and brick works. Water transportation was available to residents and Arthur Thornton operated a stage ride to the railroad station in Lodi.

In 1904 Thornton donated a right-of-way through his property to Western Pacific Railroad and worked to obtain the rest of the local right-of-way for the company. For Thornton's efforts Western Pacific named the rail station and large freight depot for him. The coming of the railroad did not transform Thornton into a "boom town" and little growth occurred until the late 1940s when a large housing complex was completed for farm workers. This project consisted of 105 corrugated metal shacks, each measuring about ten by fourteen feet. The buildings were demolished in the early 1950s and the San Joaquin County Housing Authority's Louie Santini Manor now occupies the site.

A cannery, located east of the railroad tracks, was built in 1928. Over the years, a large variety of food was processed there including peaches, plums, asparagus, onions, tomatoes, potatoes, apples and even Nehi and Hires sodas. During the 1930s and 1940s the cannery operated year round employing 400-500 seasonal workers and 100 full-time personnel. From about 1957 to 1985 the cannery was owned by California Canners and Growers (Cal-Can) providing employment for 600-800 peak season workers and 200 permanent jobs. Tri-Valley Growers, Inc., the nation's largest canning cooperative, purchased the cannery in the late 1980s. In the early 2000s Tri-Valley Growers, Inc. filed Chapter 11 bankruptcy and closed three of its canning plants in 2002, including the plant in Thornton.







UC-6 Thornton — Urban Community

Community Character. Thornton is a small town with a population of about 809. Although rural in nature, Thornton is considered an urban community because of its size, its region-serving commercial base, its distance from major population centers, and its access to Interstate 5. In addition to the gas station/mini market located along Interstate 5, commercial uses are located along Thornton Road in the town center. The town center is surrounded by a residential area which includes single-family homes and multi-family units.

The majority of Thornton's commercial acreage is concentrated in the town center, along Thornton Road. Many of the commercial buildings are vacant or in poor condition. The former Tri-Valley Growers cannery property is a major industrially designated area in Thornton; it is located just east of the Union Pacific Railroad line. The property includes about 35 acres. Wastewater treatment ponds east of the plant cover another 20 acres. New Hope Elementary School is the largest single public use, occupying about 8 acres.

If construction of new public facilities (sewer, water, levee improvements, etc.) becomes financially feasible, a revision of the Thornton plan may be considered. The town is centrally located in the Stockton-Sacramento corridor and could attract a larger share of the County's growth if services became available.

Waterways near Thornton are popular destinations for water activities including fishing, boating, and hiking. The community is equipped with a sewer and septic systems. Water is procured from groundwater using domestic wells.

Physical Setting. The most significant natural constraint to development in Thornton is flooding. In February 1986, a levee break on the Mokelumne River flooded the community. A majority of the vacant land in town lies in the 100-year flood plain. Structures can be raised above the 100-year flood elevation in the area east of I-5, but development is considered infeasible in the area west of I-5. The County should work toward 100-year flood protection for the community. All soils are considered prime and are categorized as Class I or Class II. There are no known areas of special biological importance in Thornton, but the riparian vegetation along the Mokelumne River is home to numerous wildlife species, including deer.

Planned Land Use. Thornton will remain an urban community with growth dependent on the development of full urban services.

Planned Circulation. None.

General Plan Policies Specific to Thornton

None.

General Plan Implementation Specific to Thornton

None.

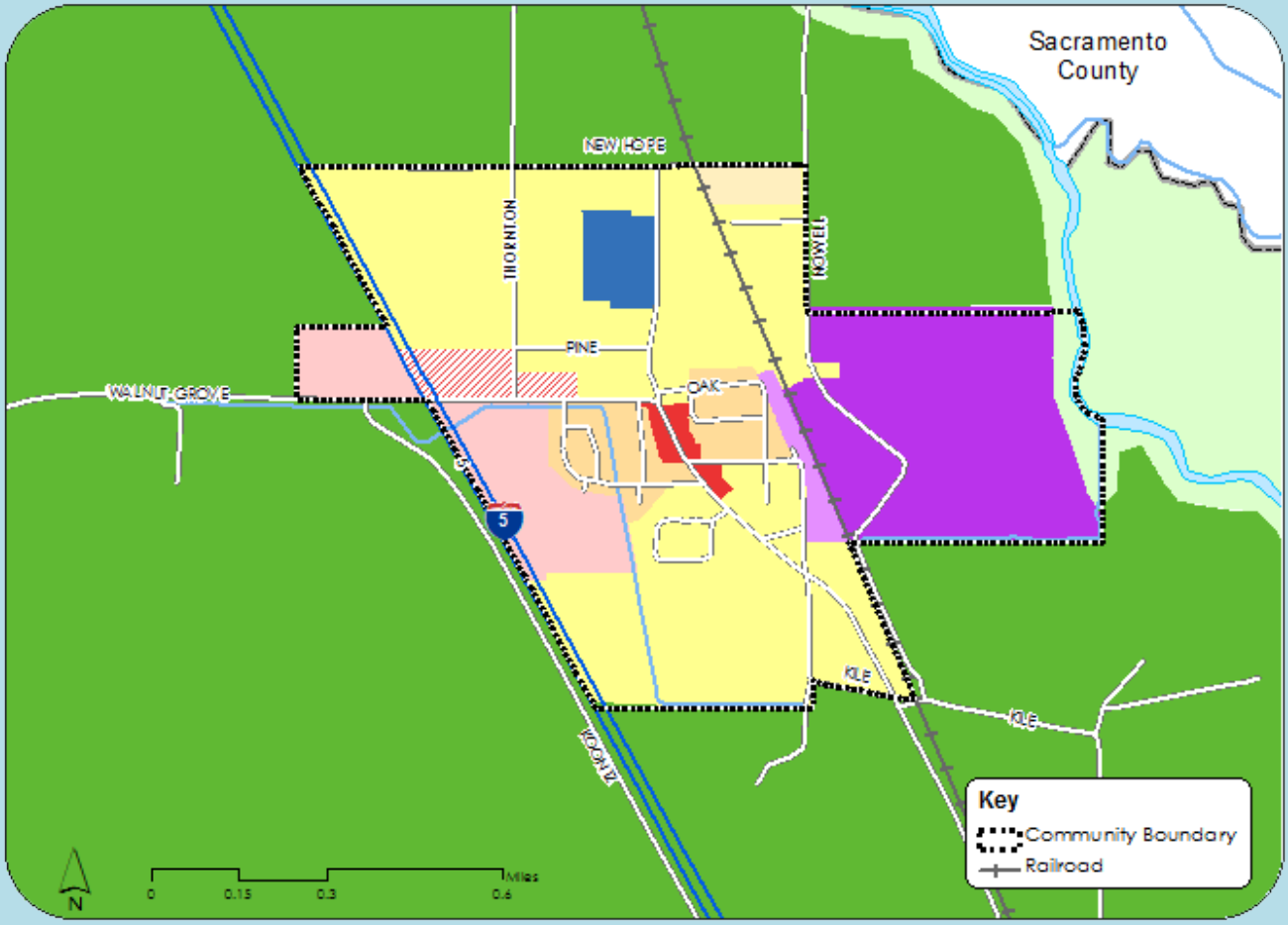
Summary of Infrastructure and Public Services[1]

Water Sources:	☑ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	☑ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☑ Sewer system	☐ Adequate capacity	☑ Septic systems
Storm Drainage:	☐ Drainage system	☑ Ditches/ponds	☑ Localized flooding issues
Flood Protection:	☑ Levee protection	☐ Certified Levees	☑ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☑ Public transit service
	☑ Highway access	Highway(s): I-5	
Law Enforcement:	☑ Sheriff	☐ City	
Fire Protection:	☐ City	☑ District: Thornton Fire District	
Library:	☑ Public library in community		
School District(s):	New Hope Elementary School District and Galt Union School District 1 Elementary/Middle 0 High School		
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Urban Community

UC-6 Thornton



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Thornton. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan 2035.

UC-7 Woodbridge

Urban Community

Overview. Woodbridge is located northwest of and adjacent to the Lodi city limits along the Mokelumne River. The Community Plan area encompasses approximately 700 acres, with the majority of land lying south of the Mokelumne River. To the northeast of the river is the Woodbridge Golf & Country Club. Woodbridge also lies within the Lodi Sphere of Influence. The Woodbridge community area boundary includes about 696 acres of land and a population of about 3,787 (2008-2012 ACS data).

The first inhabitants of Woodbridge may have been Miwok Indians. Archeological sites traced to these hunter-gatherers have been found along the Mokelumne River. By 1852 two settlers, Jeramiah H. Woods and Alexander McQueen, had established ferry service across the Mokelumne River. As a result of the ferry service, the new road from Stockton to Sacramento was routed to the ferry landings on both sides of the river. During 1858 Woods built a bridge to connect the roads, known as Woods' Bridge. As a result of his commitment to the community and as a tribute to the new bridge, the town of Woodbridge was platted in April 1859.

Given its location along the Mokelumne River, the town of Woodbridge had great potential for growth. Since the river was navigable for steamboats, large shipments of goods traveled through Woodbridge. Consequently, the town was active for several years and grew rapidly from 1859 through the 1870s. However, the death of J.H. Woods and the State's later dependence on agricultural towns with rail access, such as Lodi, resulted in a gradual decline in the town's activity.

Woodbridge retains several historic resources. On October 9, 1939, the community itself became a California Historic Landmark. There are four additional historic resources within and surrounding the community center, including: the two-story I.O.O.F. building, which has been restored; the Gothic Revival Masonic Temple, built in 1883; the Thompson Folger building, generally known as the General Store, originally built as a butcher shop and later functioning as a church, an ice cream parlor, and a pool hall; and finally the original Wells Fargo Office Building.

There are also two other historic resources located just south of the original community center. The San Joaquin Valley College is a two-story wood frame building built in the late 1870s originally known as the Woodbridge Seminary. The building was dismantled in 1922. The Indian Burial Site and Cemetery, commonly referred to as the Woodbridge Cemetery, dates from the middle 19th century.

Woodbridge remained a small community for nearly a century. A majority of the residential development in Woodbridge is contained in moderate-sized subdivisions built since 1970. These subdivisions extend west from Chestnut Street for a half-mile along either side of Woodbridge Road. In the early 1980s severe annexation restrictions were approved by voters in the city of Lodi. These restrictions effectively reduced Lodi's developable land supply to "infill" parcels only. Much of Lodi's unmet housing demand was shifted to Woodbridge as a result of the restrictions.






UC-7 Woodbridge

Urban Community

Community Character. Woodbridge is predominantly a residential community. The historic town center and Mokelumne River form the foundation of the community's visual character. The open space and riparian vegetation found along the river, the surrounding vineyards, and the Woodbridge Golf and Country Club are important scenic resources for the town.

Today Woodbridge appears and functions as a suburb of the unincorporated city to its southeast. Woodbridge residents have expressed a desire to remain independent, rather than be annexed to Lodi. Open space areas along the Mokelumne River, including the Woodbridge Golf and Country Club, the Lodi Lake Wilderness Area, and agricultural areas to the north and east, primarily vineyards, form the northern boundary of the town's development. Since 1990, 20 acres have been rezoned to residential uses in Woodbridge.

Residential uses in Woodbridge provide a variety of housing types and densities. Homes south of the Mokelumne River and east of Chestnut Street are generally on small lots within the original townsite, while large estate homes are found north of the river, along the fairways of the Woodbridge Golf and Country Club. Three mobile home parks are located along Lower Sacramento Road.

A majority of the residential development in Woodbridge is contained in moderate-sized subdivisions built since 1970. These subdivisions extend west from Chestnut Street for a half-mile along either side of Woodbridge Road. They typically contain 6,000 to 8,000 square foot lots. West of the subdivisions, orchards, vineyard, and row crops extend west to Davis Road and beyond.

Public uses in the community include two parks (one undeveloped), a middle school, a town cemetery, and a sewage treatment plant. Commercial areas are found in the historic area. Some of the establishments have capitalized on the community's historic architecture, making the town center a unique shopping and service center than the newer strip centers in Lodi. The central business district is subject to the Woodbridge Design Guidelines. West of the subdivisions, extending west to Davis Road and beyond, larger tracts of land are generally occupied by agricultural uses including orchards, vineyards, and row crops.

Physical Setting. The community of Woodbridge is situated along the Mokelumne River. Although the Woodbridge Golf and Country Club occupies most of the land along the river, development adjacent

to the river is vulnerable to the 100-year flood. Riparian areas are found along the river, providing wildlife habitat and possible sources of archeological remnants.

Soils in Woodbridge are considered prime, and a great deal of land surrounding the community is being farmed. Some land near the river could be subject to liquefaction during a moderately severe earthquake.

Planned Land Use. Woodbridge will remain an Urban Community that will not annex to Lodi. The community will continue expansion of the developed area west along Woodbridge Road. Single-family residential development will emulate the existing community. Land along the Mokelumne River will remain in open space with improved access to the existing regional park.

Planned Circulation. None.

General Plan Policies Specific to Woodbridge

1. The County shall protect riparian habitat and public access to and along the Mokelumne River.
2. The County shall prohibit further intrusion into the agricultural lands north of Woodbridge.

General Plan Implementation Specific to Woodbridge

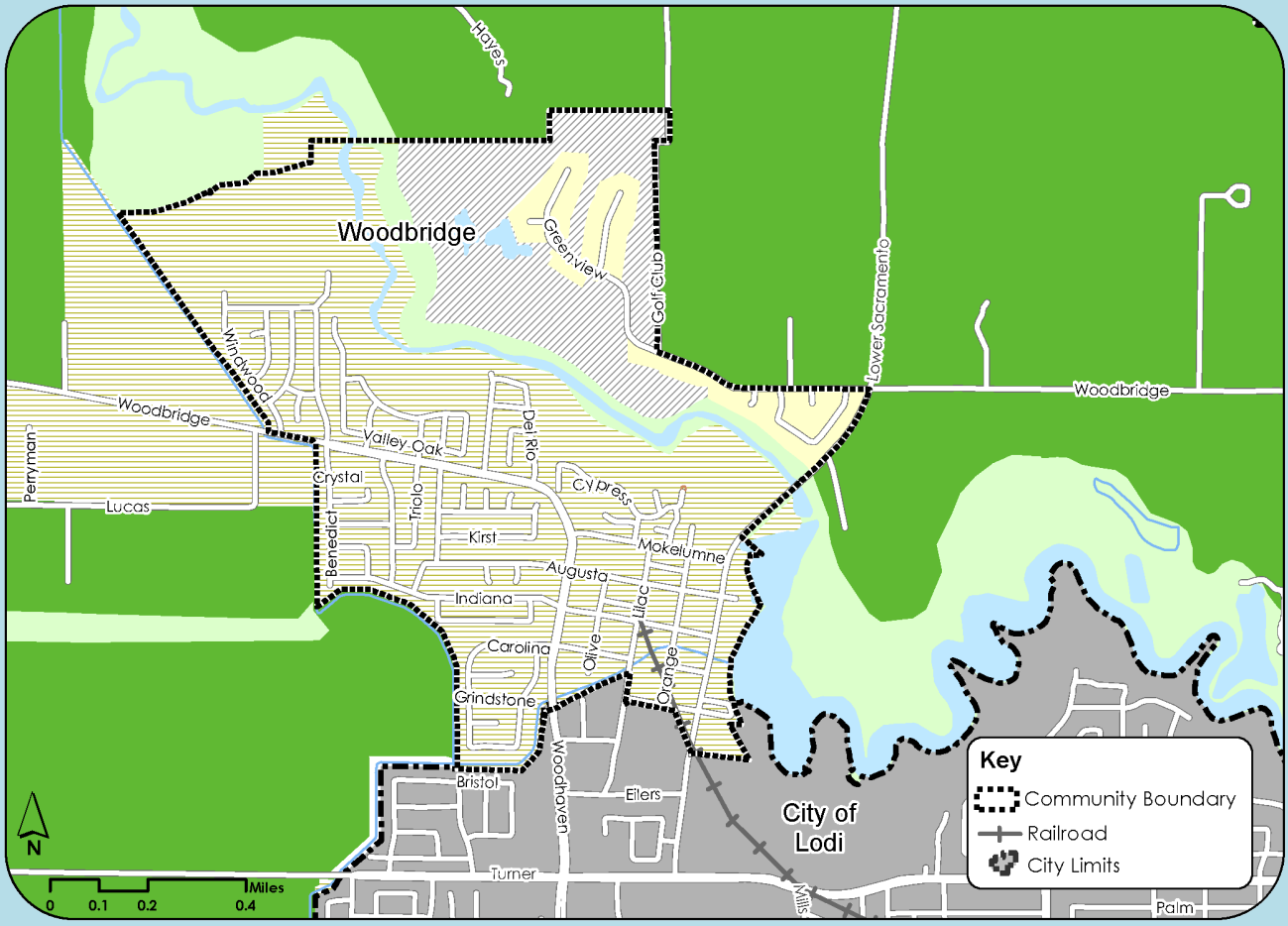
None.

Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	☐ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	✓ Sewer system	✓ Adequate capacity	✓ Septic systems
Storm Drainage:	✓ Drainage system	☐ Ditches/ponds	✓ Localized flooding issues
Flood Protection:	✓ Levee protection	☐ Certified Levees	✓ 100-year Flood Zone
Circulation:	✓ Curbs/gutters	✓ Sidewalks common	✓ Public transit service
	✓ Highway access	Highway(s): None	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Woodbridge Rural and North Delta	
Library:	☐ Public library in community		
School District(s):	Lodi Unified School District	0 Elementary	0 High School
Parks/Recreation:	Woodbridge community Park, Woodbridge Regional Park, Woodbridge Golf Club (private)		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Urban Community — UC-7 Woodbridge



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Woodbridge. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan. The Community Commercial area of Woodbridge also has design guidelines.

RC-1 Acampo — Rural Community

Overview. The community of Acampo is located is located 1.5 miles north of Lodi, immediately west of the Union Pacific (former Southern Pacific) Railroad at Acampo Road. Acampo was initially established as New Liberty in 1868 as a Central Pacific Railroad stop. In 1872 the town was renamed "Acampo," the Spanish word for grazing land. Acampo never became an important rail stop but did support a freight and passenger depot for many years. In the 1880s watermelons were an important crop in the area, but they were soon replaced by apricot, almond, and prune orchards and vineyards. In 1934, the Acampo Winery & Distillers Inc. (later to become the Lost Hills/Barengo Winery) was established within the community. Today, Acampo is still an important wine-producing area. Acampo is an agriculturally-oriented rural community of 47 acres and a population of about 462 (2008-2012 ACS data).

Community Character. There are 95 dwelling units, all single family homes, in Acampo. Most were built between 1990 and 1999, on lots between 6,000 and 20,000 square feet. The majority of non-residential uses, which primarily serve the daily needs of residents and surrounding agricultural areas, are located along Acampo Road. Acampo is located on prime Class I and II agricultural soils.

About 73 percent (27.5 acres) of the land within the Acampo community boundary is in residential use, of which 8.7 acres is multi-family residential. Commercial and industrial uses both make up less than 1 percent of the existing land uses. Only about one acre of land in Acampo is in public or institutional use, and 7 acres are vacant. County policies discourage development in such areas due to the limited extent of this resource. There are no flood hazards or other natural constraints to development.





Rural Community — RC-1 Acampo

Planned Land Use. The community is surrounded by excellent agricultural land which is, for the most part, in permanent crops (vineyards and orchards), and will not change during the planning period. The community is planned to remain a small rural community, providing limited services for the residents and adjacent agricultural areas, with no growth anticipated. The population of Acampo is also planned to remain stable. As of 2008 Acampo had capacity for only one additional housing unit and 33,430 square feet of non-residential development. The General Plan community includes only those areas presently developed, or which have been shown for development on past plans and which still appear to be suitable for development.

Planned Circulation. None.

General Plan Policies Specific to Acampo

None.

General Plan Implementation Specific to Acampo

None.

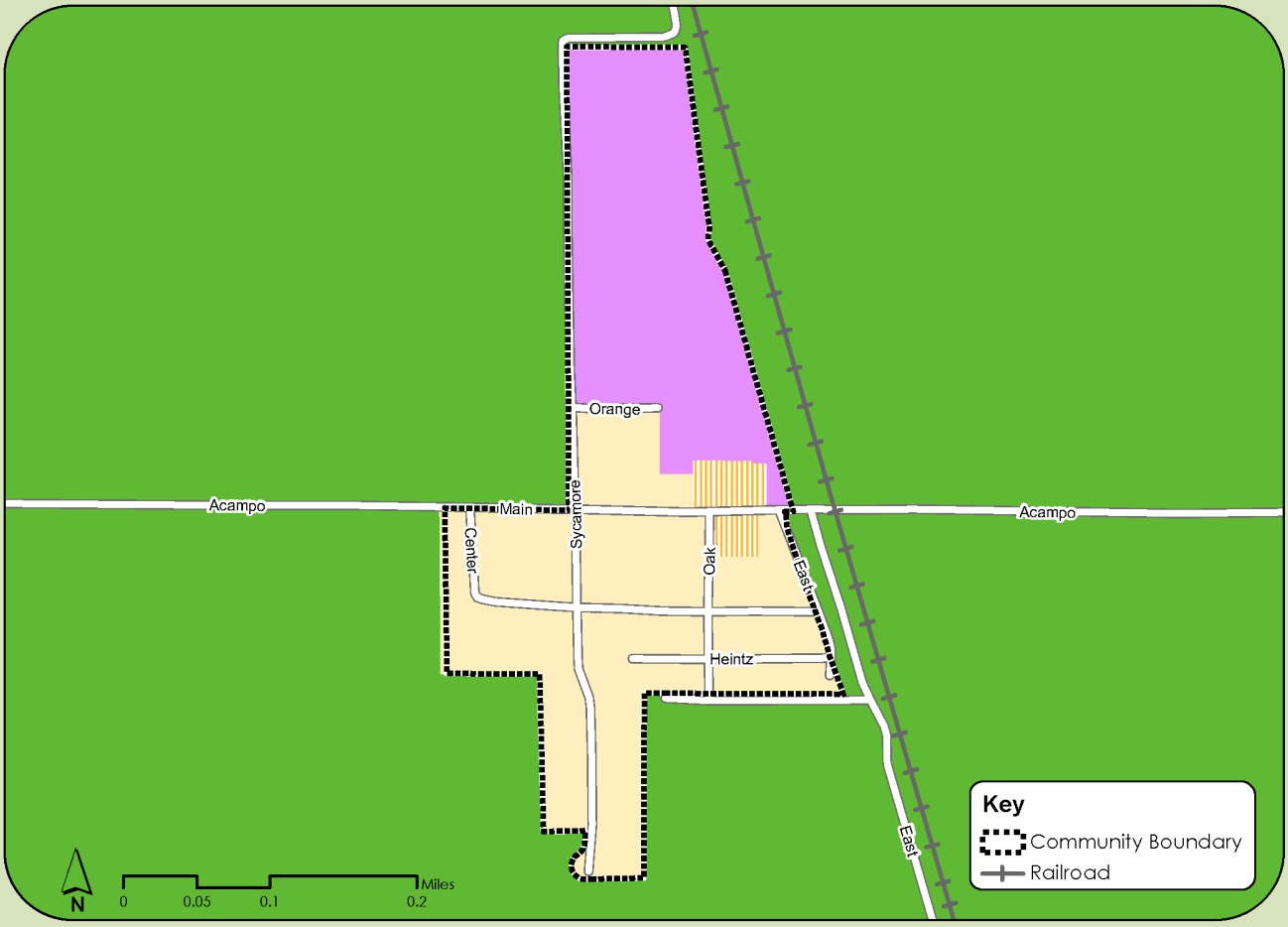
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	✓ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	✓ Drainage system	✓ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	✓ Public transit service
	✓ Highway access	Highway(s): None	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Woodbridge Rural North Delta	
Library:	☐ Public library in community		
School District(s):	Lodi Unified School District	0 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

RC-1 Acampo

Rural Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Acampo. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-2 Banta

Rural Community

Overview. Banta is an Rural Community located four miles east of downtown Tracy at the intersection of Grant Line Road and El Rancho Road. The community area is bisected by the Union Pacific (former Southern Pacific) Railroad. The Banta community area boundary includes about 155 acres of land and a population of about 324 (2000 Census).

Banta was originally the location of a gold rush stage stop. Before the establishment of Tracy, Banta was the chief town on the west side of the San Joaquin River. The town's founder, Henry Banta, envisioned the community would become a major shipping hub for cattle, sheep, hay, and grain. Mr. Banta donated half of his original townsite to the Central Pacific Railroad, thinking the company's new Antioch line would bisect the Transcontinental Railroad on his property. When the Antioch line was located elsewhere, Mr. Banta sold the town.

Irrigation, first brought to the area in the 1920s, helped realize the agricultural potential of the Banta area. Following the formation of the Banta-Carbona Irrigation District, land around Banta was subdivided into 40-100 acre tracts and sold to small farm operators. The town survived as a small trade and supply center, with its population remaining virtually the same between the 1880s and the 2000s. The town remains the center of a large dairy, fruit, vegetable, and vineyard-growing area, but has long been surpassed by Tracy as the leading population center west of the river.






Rural Community — RC-2 Banta

Community Character. Banta is a small community. About one-half of the land is in residential use. Dwellings vary from older homes in the southern portion of the community to newer ranch-style homes on larger parcels north of Grant Line Road. There are also a number of mobile homes on lots. The community's land use pattern has been heavily influenced by the Union Pacific (former Southern Pacific) Railroad, which bisects the town. Approximately 15 acres of industrial uses border the railroad. Commercial uses are clustered around the Grant Line Road crossing of the railroad tracks. Although the town's businesses primarily serve Banta residents and the local farm community, some serve the larger Tracy market as well.

Banta's residential areas are located on either side of the railroad tracks, with most homes on streets running parallel or perpendicular to the railroad. Lots in the original townsite are typically 5,000 square feet, but most of the homes are built on merged lots up to one acre in size. Some of the lots include both residential and commercial uses, especially along the railroad. North of Grant Line Road, the lots are larger, generally ranging from one to three acres. Land surrounding Banta is in agricultural use, with parcels ranging from about 5 to 300 acres. About 10 acres of land in Banta is in public or institutional use.

Planned Land Use. Banta is located on Class I and II prime agricultural soils; expansion of the community beyond its existing boundaries would generally have a detrimental impact on farm operations adjacent to the town. Although land to the north and east of the community is considered non-prime, it is irrigated and is intensively farmed. Furthermore, these lands are in the 100-year flood plain of Tom Paine Slough, limiting their suitability for development. Other physical constraints to development in Banta are railroad noise and proximity to an active natural gas field west of town. In 2008 the community of Banta had capacity for only one additional housing unit and 115,353 square feet of non-residential development.

It is expected that Banta will remain a rural community, providing limited services for the residents and adjacent agricultural areas; public water, sewer, and storm drainage systems will not be constructed in the community within the planning period.

Planned Circulation. None.

General Plan Policies Specific to Banta

None.

General Plan Implementation Specific to Banta

None.

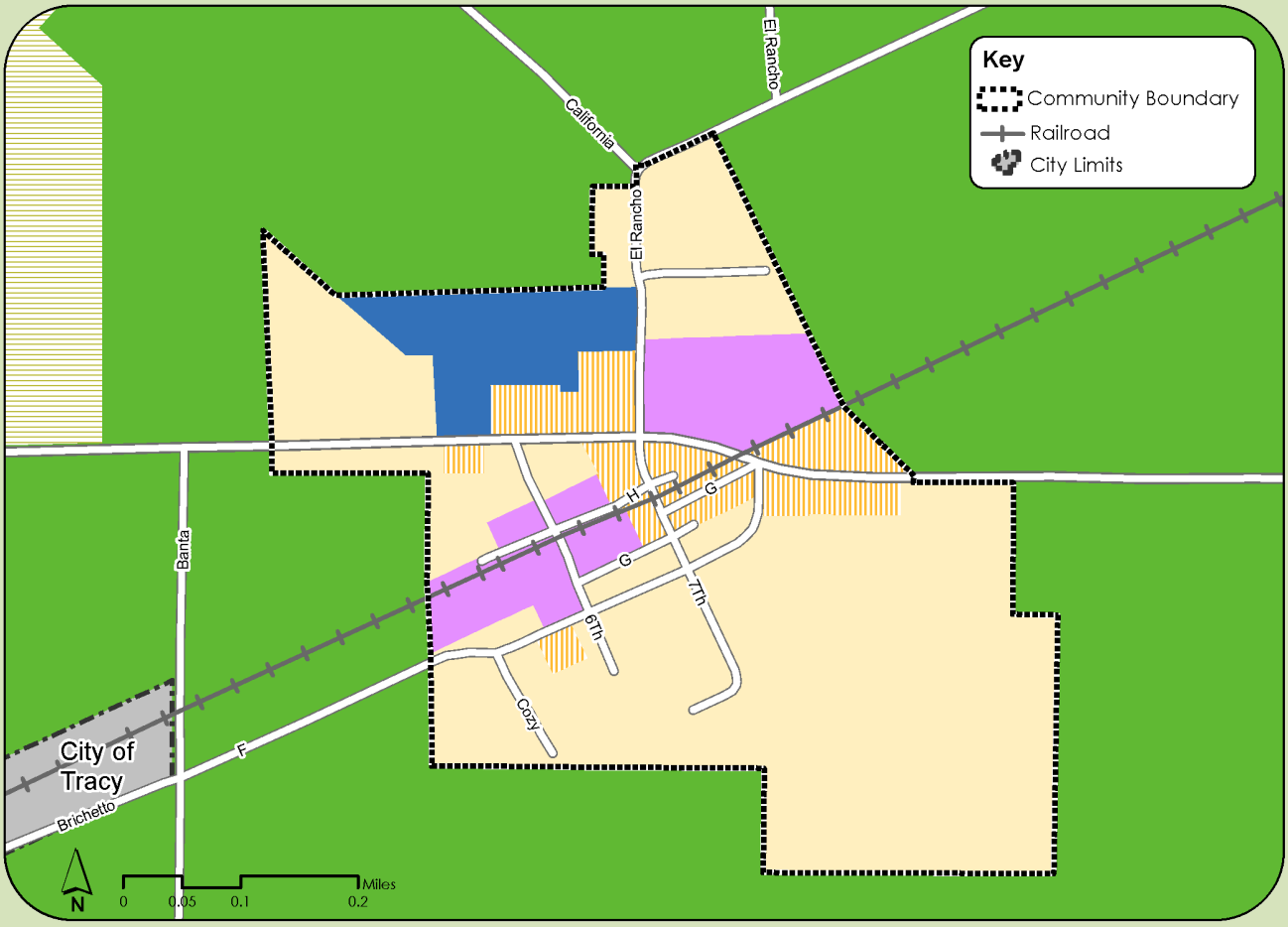
Summary of Infrastructure and Public Services[1]

Water Sources:	☑ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	☑ Domestic Wells	
Water quality issues?	☐ Yes	☑ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	☑ Septic systems
Storm Drainage:	☐ Drainage system	☑ Ditches/ponds	☑ Localized flooding issues
Flood Protection:	☑ Levee protection	☐ Certified Levees	☑ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	☐ Highway access	Highway(s):	
Law Enforcement:	☑ Sheriff	☐ City	
Fire Protection:	☐ City	☑ District: Tracy (City and Rural)	
Library:	☐ Public library in community		
School District(s):	Banta Elementary School District and Tracy Joint Unified School District 1 Elementary 0 High School		
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

RC-2 Banta

Rural Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Banta. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-3 Chrisman — Rural Community

Overview. The rural community of Chrisman is located immediately south of Interstate 580 at the Chrisman Road/State Route 132 intersection, approximately seven miles south of downtown Tracy. The community includes the Tracy Golf and Country Club and the adjacent subdivisions of Par Country Estates and Hillside Greens. The Hetch-Hetchy Aqueduct bisects the community, while the California Aqueduct (Delta-Mendota Canal) lies 0.5 miles to the north.

The General Plan 2010 marks the first time Chrisman has been recognized as a rural community. The community has been developing since 1955, when the Tracy Golf and Country Club was developed. Expansion of the golf course and completion of the I-580 freeway enhanced the area's growth potential in the mid-1960s. Commercial freeway zoning was approved in 1968, with subdivision approval for Par Country Estates following ten years later. Hillside Greens, the most recent project in the area, was approved in 1986.

There are many constraints to expansion of Chrisman beyond the final phases of Hillside Greens. Chrisman is a known habitat area for the San Joaquin Kit Fox, an endangered species; it lacks a good potable water supply; is considered prime agricultural land; and is located adjacent to the Black Butte earthquake fault. The community is also constrained by I-580; in addition to being a source of noise, the freeway is a designated scenic highway.

Community Character. Chrisman is a rural-residential enclave, providing a country living environment within easy commuting distance to Modesto, Tracy, and the Livermore Valley. The area's proximity to the freeway, the Diablo range foothills, and the golf course have made Chrisman a popular alternative to the more dense subdivisions within Tracy. The 18-hole golf course is the focal point of the community, encompassing over 100 acres and providing the backdrop for most of the residences in the area. The golf course spans both sides of I-580 and straddles the Hetch-Hetchy Aqueduct as well. Adjacent to the golf course, there are about 60 acres of rural residential development in the two subdivisions. Par Country Estates contains 36 homes on lots averaging 1.5 acres in size. Hillside Greens contains 14 new homes, built on much smaller lots (6,000 square feet). The Chrisman community boundary includes about 225 acres with a population of 184 people (2000 Census).

Planned Land Use. In 2008 the community of Chrisman had capacity for an additional four housing units, and no capacity for new non-residential development. Due to the lack of public services and facilities, Chrisman will remain a rural community, with a slight increase in population as the remaining vacant lots are developed. No further development will occur in Chrisman, with the exception of the Hillside Greens subdivision, which will build out as planned.

Planned Circulation. None.

Rural Community — RC-3 Chrisman

General Plan Policies Specific to Chrisman

None.

General Plan Implementation Specific to Chrisman

None.

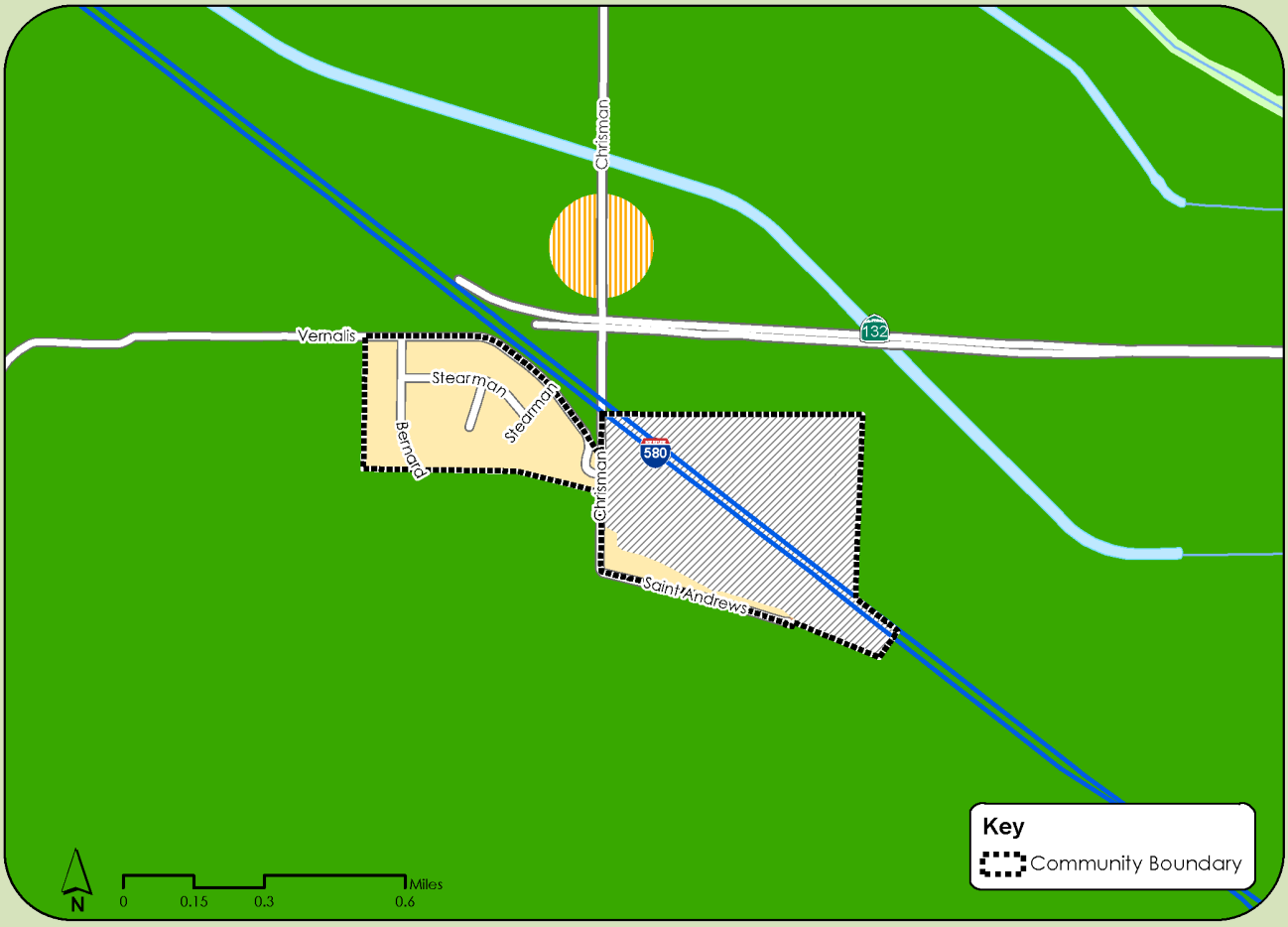
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	✓ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	✓ Drainage system	☐ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters ✓ Highway access	☐ Sidewalks common Highway(s): I-580 and SR 132	☐ Public transit service
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Tracy (City and Rural)	
Library:	☐ Public library in community		
School District(s):	Jefferson Elementary School District and Tracy Joint Unified School District 1 Elementary 1 High School		
Parks/Recreation:	Tracy Golf Course and Country Club (Private)		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

RC-3 Chrisman

Rural Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Chrisman. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-4 Clements

Rural Community

Overview. The unincorporated community of Clements is located approximately four miles east of Lockeford and 20 miles northeast of downtown Stockton. Clements is situated on State Routes 12 and 88 (12/88), the access roads to Camanche Reservoir and to resort and ski areas in the Sierra. The community is bordered by the Mokelumne River floodplain on the north. The Southern Pacific Railroad line passes through town and parallels SR 12/88. Clements is surrounded by agricultural grazing land, vineyards, and walnut orchards.

The community of Clements was established in 1882 when the San Joaquin-Sierra Nevada Railroad extended service from the Lodi area. Thomas Clements, the major landowner, raised stock, dry farmed grain, and later planted orchards and vineyards. The railroad provided regional access for local farmers who stored grain in warehouses near the tracks; cattle and sheep were housed in corrals in the eastern part of town. The railroad also provided daily passenger service until the depot and freight offices were closed in 1938.

Closure of the passenger depot contributed to Clements' decline during the 1930s. During the following years, many businesses closed. Clements became a less significant supply center for agricultural operations. The Union Pacific Railroad also abandoned and removed the Kentucky Brand Line in the early 2000s.











Rural Community — RC-4 Clements

Community Character. Clements is surrounded by agricultural land used for cattle grazing, irrigated pasture, row crops, walnut orchards, and vineyards. The town provides limited commercial services for its 313 residents. Residents generally shop in nearby Lockeford for everyday goods and travel to Lodi or Stockton for specialty items.

The town extends along Route 12/88 for about a half-mile between Athearn Street and 6th Street. Only a portion of the original townsite, which consisted of numbered north-south streets bisecting the State highway, was ever actually developed. Today, the town extends just one block back from either side of the highway, giving it a linear or "strip" character. The high volume of highspeed traffic on Route 12/88 gives Clements a less intimate character than it might otherwise have and reinforces its roadside orientation.

Residential uses are concentrated on the western side of the town, and commercial and public uses are located on the east. There are also a number of warehouses and agriculturally-oriented uses along the south side of the highway.

The Clements community boundary includes about 123 acres and a population of about 313 (Census 2000).

Planned Land Use. There are several natural conditions which limit development in Clements, including the nearby bluffs and foothills. No development is allowed below the bluffs on the north side of State Route 12/88 because of 100-year flood hazards. The Clements area also provides excellent wildlife habitat. Swainson's hawk and other predatory birds and animals rely on the riparian vegetation along the Bear Creek Channel and the Mokelumne River. Much of the land in the area is considered Class II agricultural land, making Clements less appropriate for urban development than areas with poorer soils.

Clements is also one of the County's more visually attractive areas. Vegetation is more dense than in other parts of the County and the rolling topography provides a pleasant contrast to the flat lands further west. These attributes may make the area desirable for future rural residential development, which in turn could interfere with local agriculture and stress public services in the area. Clements is to remain a rural community with future development areas being generally "infill" properties, immediately adjacent to existing development. The community is not planned for any significant increase in population or employment.

Planned Circulation. Clements' circulation system consists of State Route 12/88, a two lane rural highway, and several short local streets which feed into the state highway. This segment of SR 12/88 is ultimately planned to be widened to four lanes; however, no widening is anticipated until at least 2030 according to Caltrans planning documents dated January 2012. A study for a SR 12/88 bypass around Clements may be undertaken at some point during the planning period.

General Plan Policies Specific to Clements

None.

General Plan Implementation Specific to Clements

None.

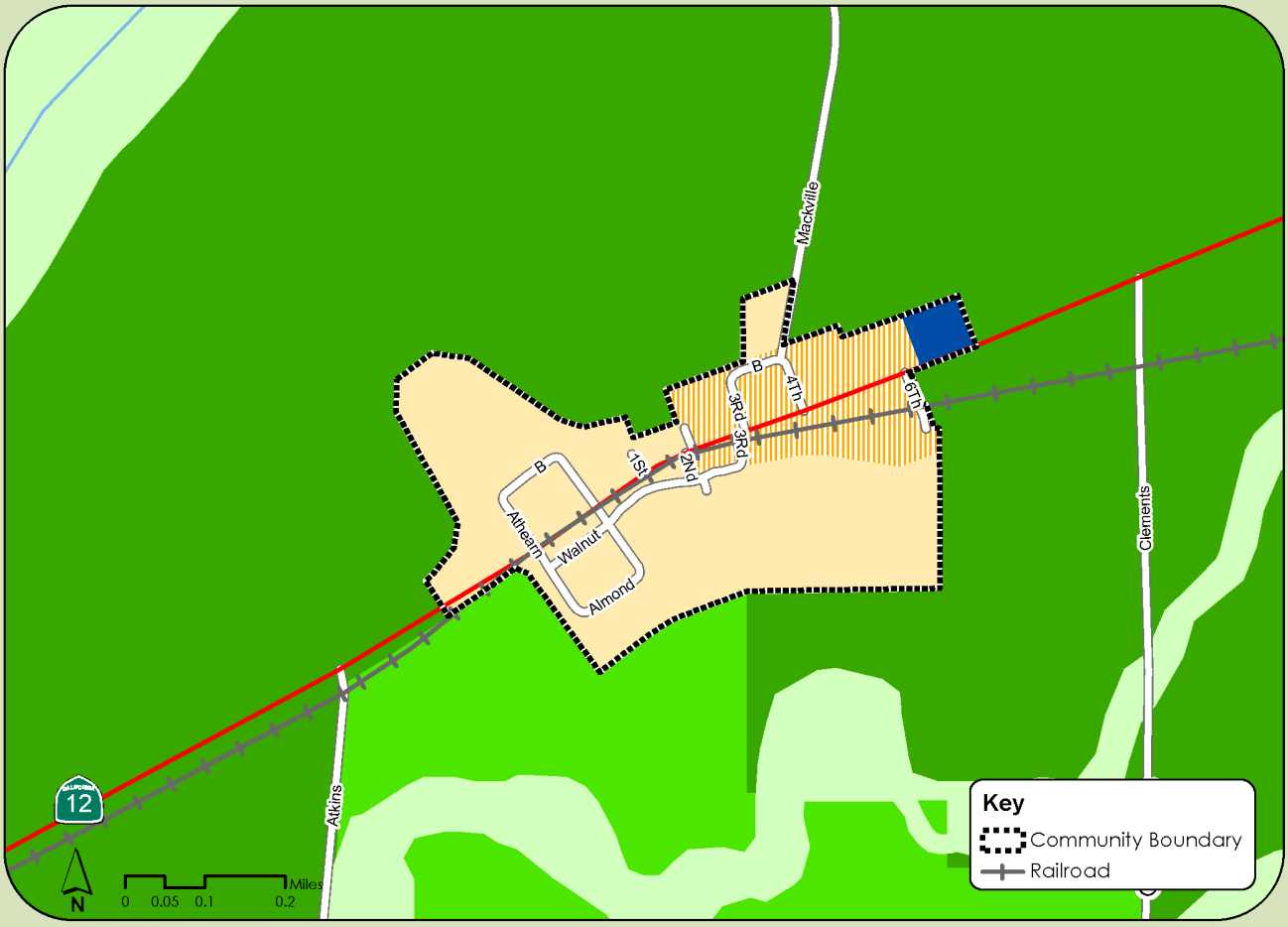
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	☐ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	☐ Drainage system	✓ Ditches/ponds	✓ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	✓ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): SR 12/88	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Clements Rural	
Library:	☐ Public library in community		
School District(s):	Lodi Unified School District	1 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

RC-3 Clements

Rural Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Clements. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

Rural Community — RC-5 Collierville

Overview. Collierville is a Rural Community at the northern edge of San Joaquin County. Dry Creek, which forms the southern border of Sacramento County, is a mile north of the community's northern boundary. The community occupies more than a square mile along State Route 99, primarily in the vicinity of Collier Road, but extending as far south as Jahant Road. The Union Pacific (former Southern Pacific) Railroad line and Lower Sacramento Road border Collierville to the west. The Collierville community boundary includes about 1,578 acres of land and a population of about 2,345 (2008-2013 ACS data). It is surrounded by agricultural land.

The area presently known as Collierville formerly contained two separate settlements. Neither settlement remains today. The first, Liberty, was settled in 1852 as a stopping point along the stage route between Stockton and Sacramento. Early growth of the community was spurred on by efforts to use the nearby Mokelumne River for navigable commerce, and the town's proximity by river to Woodbridge. By 1869 Liberty had a population of about 75 and supported three merchandise stores, a shoemaker, a dentist, a livery, two blacksmiths, a hotel, and a wagon maker.

Liberty's prosperity was short-lived. The Central Pacific Railroad designated the neighboring town of Galt as its depot, leaving Liberty with no freight or passenger service. As the two towns were just over a mile apart, most of Liberty's buildings were moved to Galt during the 1870s. Other buildings were moved to New Liberty (later renamed Acampo), the next rail depot to the south. All that remains of the historic settlement of Liberty today is the town cemetery.

Twenty years after Liberty was abandoned, a small community known as Forest Lake was created at a railroad siding less than a mile to the west. The community was a cattle and grain shipment point for the surrounding farm areas. Forest Lake never prospered, dwindling in size after 1900. Some 50 years later, a nursery adjacent to the old community was developed as a golf course. The surrounding area was seen as attractive for rural homesites and began to develop in the 1950s with large lot "ranchettes." By the 1980s the area north and east of the golf course had been extensively subdivided into lots of one to five acres.

Community Character. Today, Collierville is a loosely-defined community along State Route 99. Most of its commercial development is focused around the intersection of Collier Road and the State Route 99. Lodi airport, located at the southern edge of the community, draws users from northern San Joaquin County. Most of Collierville's developed land is devoted to rural residential use. Other major land uses include a golf course located in the southern part of the community and a cemetery in the northern section. There is also a golf course north of the community along Dry Creek near State Route 99.

Collierville is rural in character with scattered residential development. Most of the community's residents occupy single-family homes on lots of one-half acre or larger. Vacant residential land is found on the western edge of the community near Lower Sacramento Road.

Planned Land Use. Development in the community of Collierville is limited primarily by natural characteristics of the land. Flood hazards exist along Dry Creek and one of its drainage tributaries just

south of Liberty Road. The latter flows through an existing residential area. Because of the danger of flood damage, there is very little future development potential along Dry Creek. Sensitive riparian habitat areas occur along these drainageways and along Jahant Slough, which runs east-west north of Jahant Road. Runoff from Collierville could potentially damage these waterways.

Although the land appears flat, it is actually sloping, with low areas and poorly-drained soils creating seasonal flooding problems. The soils of the area are poorer than most of the County but are irrigable. Lodi Airport will limit development north of Jahant Road due to take-off and landing hazards. The airport is also a source of intermittent noise. State Route 99 is the greatest source of excessive noise, and Lower Sacramento Road has also been identified as a problem noise source. Collierville is to remain a rural community. Commercial development will be concentrated at the freeway interchanges in Limited Industrial Development occurring north of the airport.

Planned Circulation. None.

General Plan Policies Specific to Collierville

None.

General Plan Implementation Specific to Collierville

None.

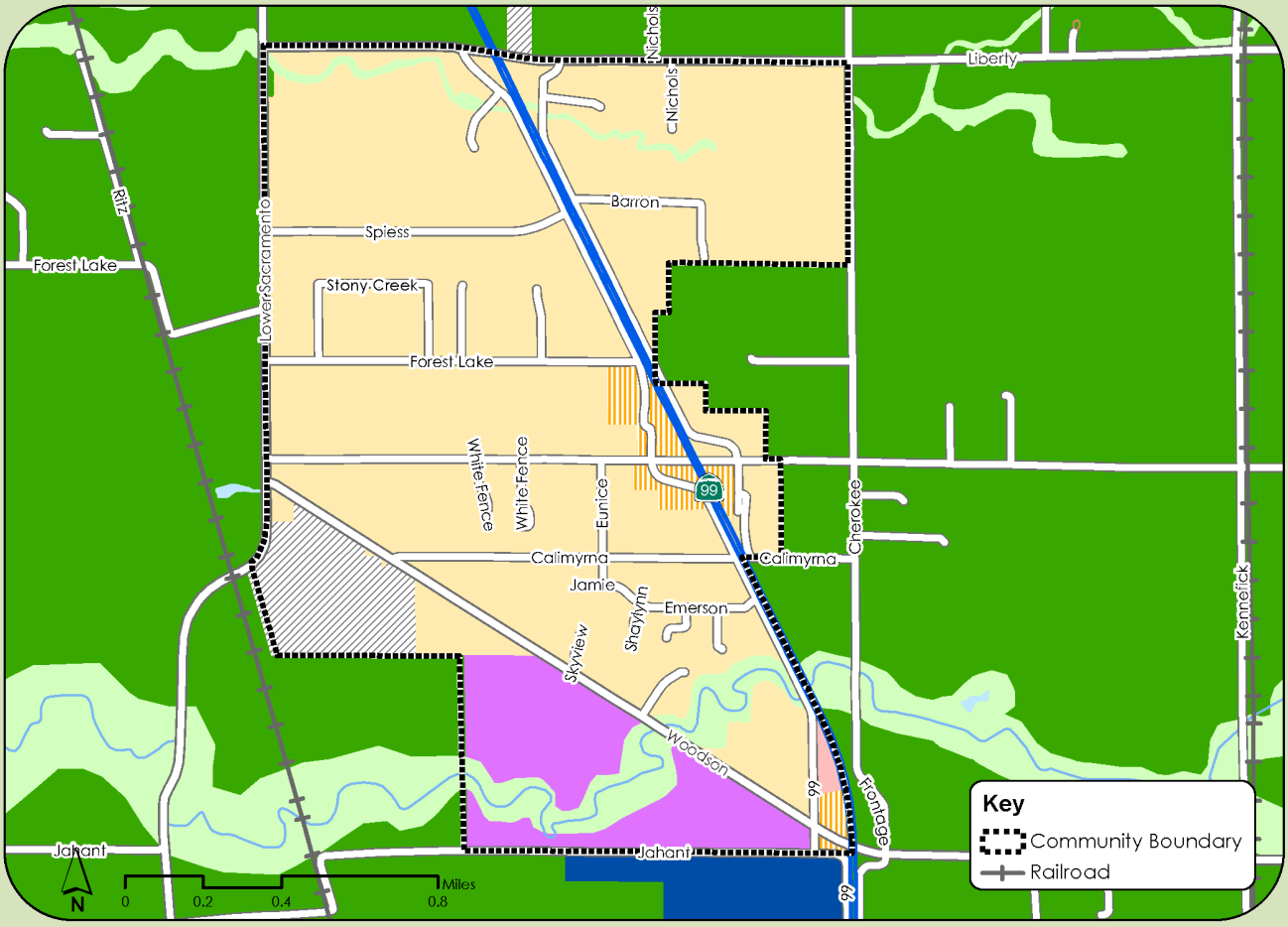
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	✓ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	✓ Drainage system	✓ Ditches/ponds	✓ Localized flooding issues
Flood Protection:	✓ Levee protection	☐ Certified Levees	✓ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): SR 99	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Woodbridge Rural and North Delta	
Library:	☐ Public library in community		
School District(s):	Lodi Unified, Oak View Elementary, and Galt Joint Union High School Districts 1 Elementary 1 High School		
Parks/Recreation:	Forest Lake Golf Course (Private)		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

RC-5 Collierville

Rural Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Collierville. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

Rural Community — RC-6 Coopers Corner

Overview. The community of Coopers Corner is located at the intersection of Acampo Road and the State Route 99 East Frontage Road, 1.5 miles north of the City of Lodi.

Coopers Corner was originally established as the Van Geider Tract. The City of Lodi approved the 21 lot subdivision of 2- to 2.5-acre parcels on June 28, 1928 (the County Planning Commission was not established until December 1931). From the 1930s to the 1960s, and to a lesser extent during the 1970s, the Van Geider Tract was subdivided into smaller parcels.

Community Character. The Coopers Corner community boundary includes about 65 acres of land and a population of 666. More than two-thirds of the planning area is in residential use, with most of the existing residentially-planned lots already developed. The housing stock is primarily single family, with just one multifamily building (13 units) located in the commercial area of the community.

Commercial use occupies only two acres, less than 5 percent of the community. These activities are located between State Route 99 and the frontage road, and provide limited services for the residents and the surrounding agricultural areas. A public school site is located just south of Acampo Road. The surrounding agricultural land is predominantly vineyards.

Planned Land Use Coopers Corner is free of flood hazards and is located on prime Class I and II agricultural soils. The community is surrounded by intensive agricultural uses. As in Acampo, urban development is to be discouraged due to the importance of these soils and potential for interference with agriculture. State Route 99 is a significant noise source in the community, limiting the suitability of some parcels for residential use. Coopers Corner will remain a rural community, with a small commercial area and public school, and limited services for the residents and adjacent agricultural areas. The General Plan 2010 boundary includes only those areas presently developed, or areas which have been shown for development in past plans and which still appear to be suitable for development. Commercial agriculture will continue around Coopers Corner throughout the planning period. The town's population will remain stable.

Planned Circulation. None.

General Plan Policies Specific to Coopers Corner

None.

General Plan Implementation Specific to Coopers Corner

None.

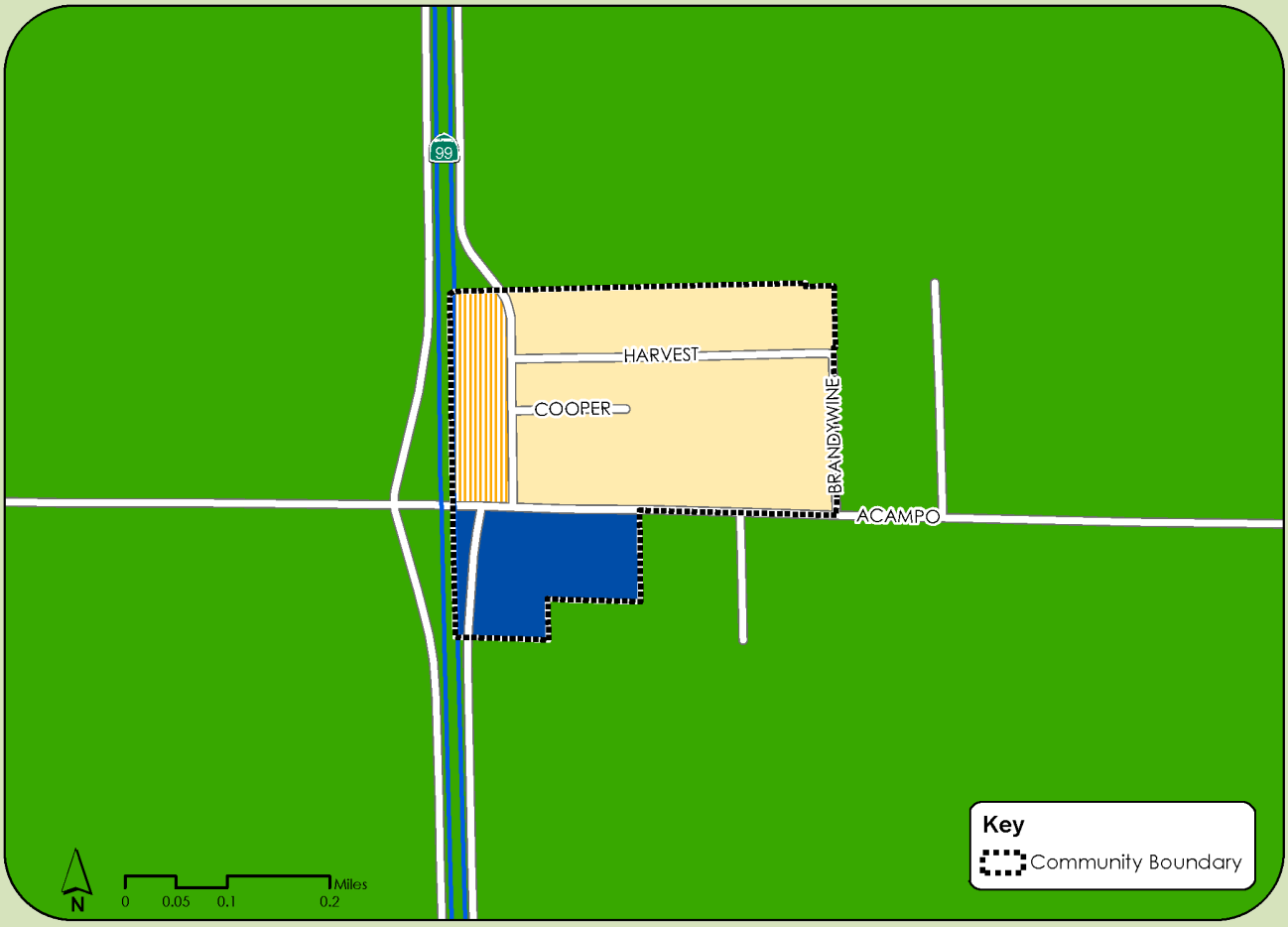
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	✓ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	☐ Drainage system	✓ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): SR 99	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Woodbridge Rural and North Delta	
Library:	☐ Public library in community		
School District(s):	Lodi Unified School District	1 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

RC-6 Coopers Corner

Rural Community



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Coopers Corner. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

Rural Community RC-7 Farmington

Overview. The community of Farmington is located near the eastern boundary of San Joaquin County, approximately 16 miles east of Stockton. Farmington is a crossroads community, located at the intersection of State Route 4 and Escalon-Bellota Road.

Farmington can trace its beginnings to Oregon Tent, a stage and freight wagon stop established on the Stockton-Sonora Road in 1848. Grain and cattle farming have comprised the local economy since the 1850s. A branch line of the Stockton and Visalia Railroad connected Farmington to Oakdale in the 1870s, spurring the town's early development. Due to the completion of the Santa Fe Railroad in the early 1900s, Farmington lost its role as a regional trading center to Escalon.

Farmington is a rural service center for the surrounding agricultural areas and travelers along SR 4. The town is situated between Little John's Creek on the South and Duck Creek on the north, A rail line bisects the community; the tracks were removed in 1985. The Farmington community area boundary includes 342 acres of land and a population of about 249 (2008-2012 ACS data).

Community Character. Farmington is mostly single-family dwellings. The residential units vary from older homes on small lots to ranch-style homes on larger lots to mobile homes. Most of the lots are less than one acre in size, although a few two- and three-acre parcels exist within the community. Public uses include the Farmington Elementary School, the Farmington Water Company's wells and pressure tank, and a U.S. Post Office.













RC-7 Farmington — Rural Community

Planned Land Use. Since the area is subject to a 100 year-flood and the surrounding land contains large parcels in commercial agriculture, Farmington will remain a rural community, providing limited services for the residents and adjacent agricultural areas. It is the desire of community residents to keep the community as it is. The area surrounding the community will remain in commercial agriculture, with the Williamson Act land adjacent to and in the vicinity of Farmington staying under contract during the planning period. Existing services and facilities will continue to be provided at the current levels of service, with no improvements or additions contemplated.

Planned Circulation. None.

General Plan Policies Specific to Farmington

None.

General Plan Implementation Specific to Farmington

None.

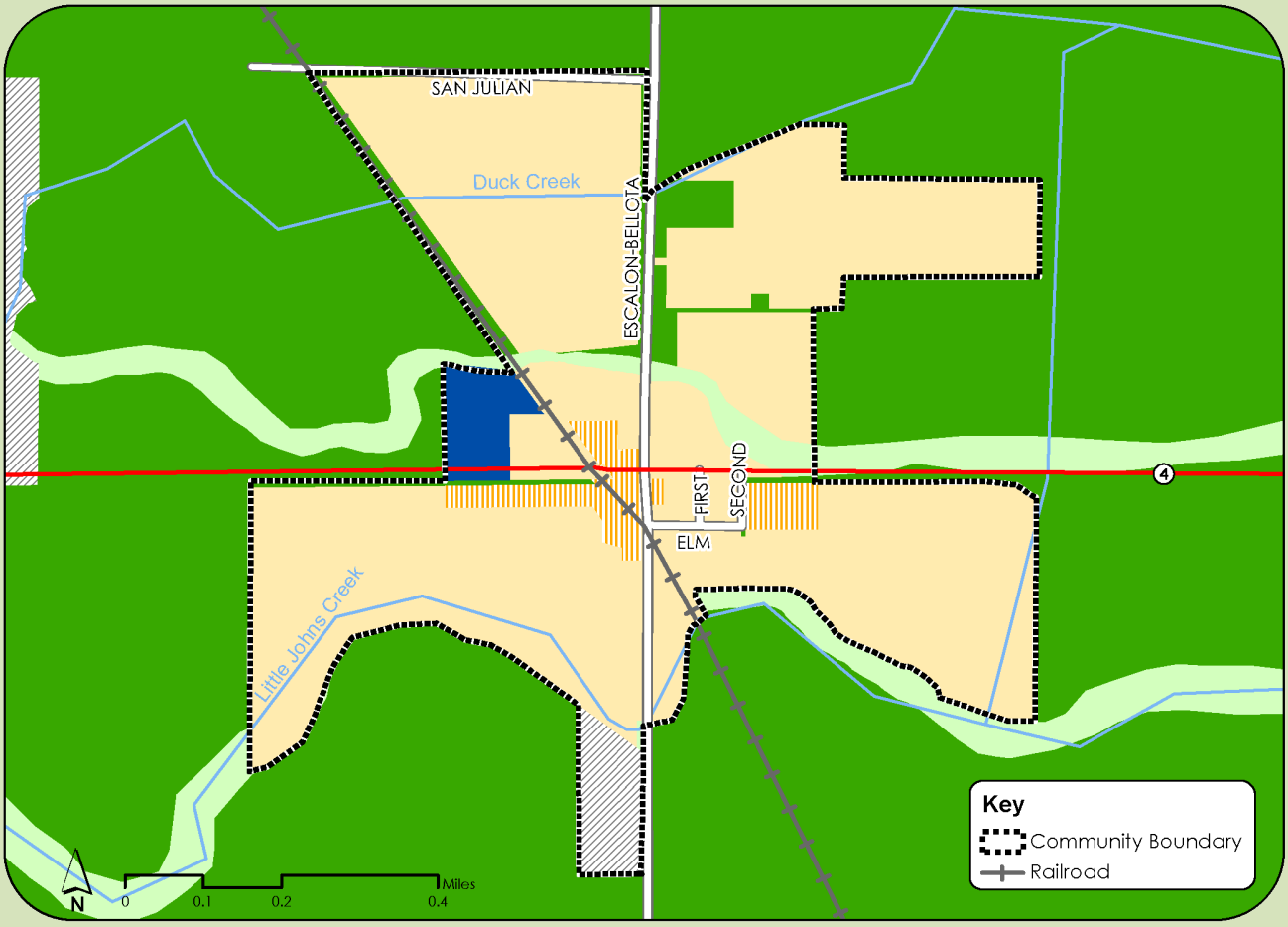
Summary of Infrastructure and Public Services[1]

Water Sources:	☐ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✔ Water system	✔ Domestic Wells	
Water quality issues?	☐ Yes	✔ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✔ Septic systems
Storm Drainage:	☐ Drainage system	✔ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	✔ Levee protection	☐ Certified Levees	✔ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✔ Highway access	Highway(s): SR 4	
Law Enforcement:	✔ Sheriff	☐ City	
Fire Protection:	☐ City	✔ District: Farmington Rural	
Library:	☐ Public library in community		
School District(s):	Escalon Unified School District	1 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Rural Community

RC -7 Farmington



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Farmington. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-8 Glenwood

Rural Community

Overview. Glenwood encompasses about 126 acres around the intersection of Alpine Road and State Route 26, about 3 miles east of State Route 99. Glenwood is characterized by large-lot homesites, orchards, and an elementary school. The Glenwood community boundary includes a population of about 1,173.

Community Character. About 90 percent of the land within the Glenwood community boundaries is developed. Housing is the predominant land use, covering about 100 acres in the community. Residential densities average about one dwelling unit per acre, but there is much variation in lot sizes within the community. The residential areas are surrounded by orchards and agricultural land. The Glenwood Elementary School provides a focal point for the community and distinguishes the area from other rural areas on Stockton's east side.

Housing is located along Route 26 and Alpine Road, and along dead-end rural streets feeding into these two roads. Commercial and industrial uses are very limited, together totaling about five acres. Only nine acres within the community boundaries are undeveloped and available for future development.

Planned Land Use. Glenwood is located on flat, Class I agricultural land. Because of the value of these soils for agriculture, future development should not expand beyond the boundaries of the currently developed area. The community is above the 100-year flood elevation and has relatively few noise or other man-made development constraints. Glenwood will remain a rural community with very limited services for its residents and surrounding agricultural areas. No expansion is shown on the land use plan. Buildout of the remaining vacant lots will not significantly affect the size of the community's population.

Planned Circulation. None.

General Plan Policies Specific to Glenwood

None.

General Plan Implementation Specific to Glenwood

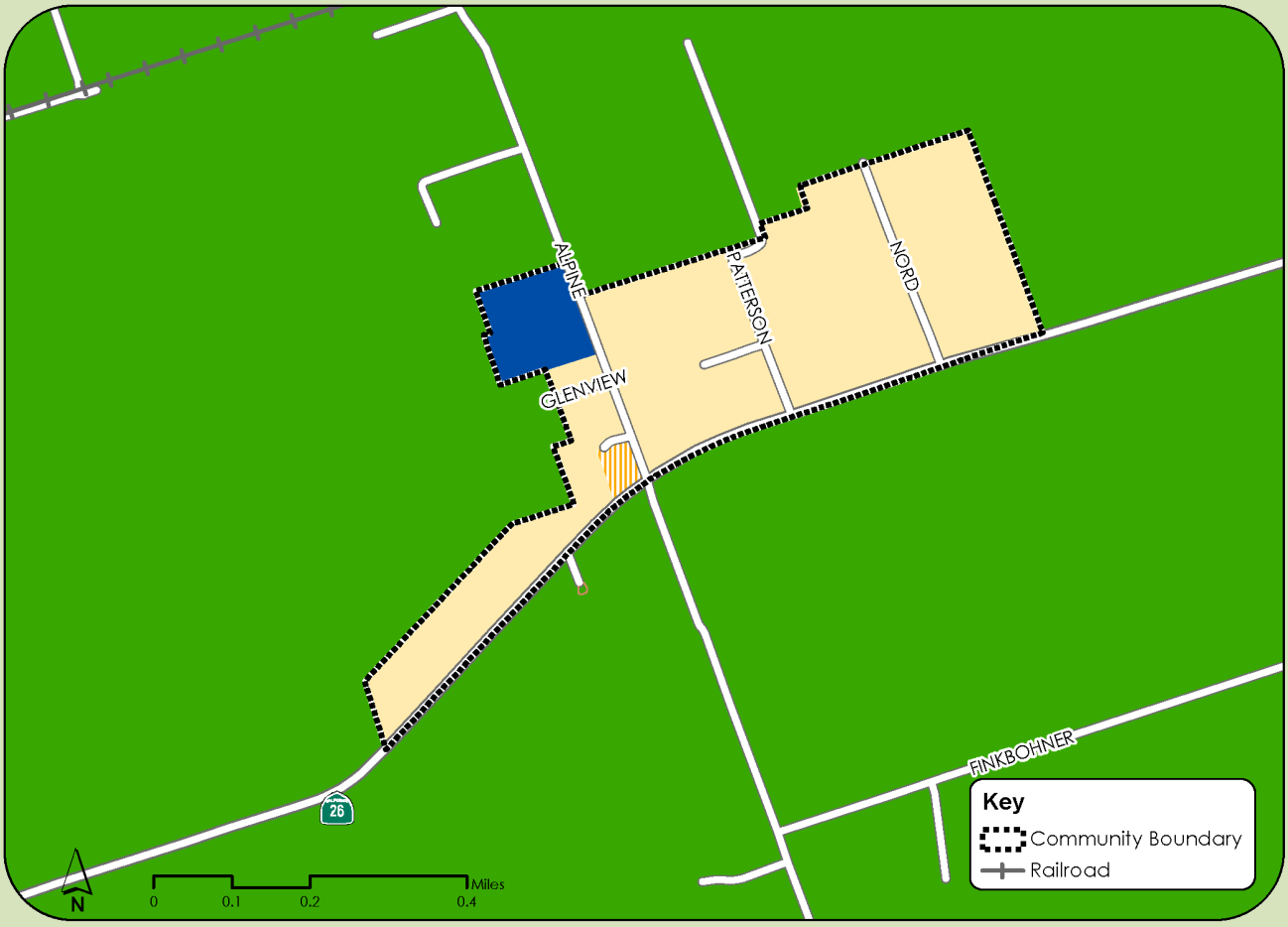
None.

Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	✓ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	☐ Drainage system	✓ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): SR 26	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Waterloo-Morada Rural	
Library:	☐ Public library in community		
School District(s):	Linden Unified School District	1 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Rural Community — RC-8 Glenwood



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Glenwood. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-9 Lammersville — Rural Community

Overview. Lammersville is situated approximately five miles west of central Tracy, covering 468 acres between Interstate 205 and Von Sosten Road. The community, originally the site of a small school house, is now entirely devoted to rural residential housing. Virtually all property within the community boundaries is in large-lot subdivisions. Lots are between one and two acres in size. The largest development, Santos Ranch, covers more than half of Lammersville. The Lammersville community boundary includes a population of about 982.

Community Character. The community fronts Interstate 205 and provides the first impression of San Joaquin County for travelers entering the County from the west. Its white split-rail fences, horse paddocks, and large ranch-style homes are highly visible to freeway travelers. The rural homesites in Lammersville have been very popular with commuters seeking a "country" lifestyle. All of the vacant land has been subdivided and is expected to be developed in the near future. Average residential density is about 1.5 acres per unit.

Planned Land Use. Lammersville is flat and is located on prime agricultural soils. There are water problems associated with a locally high groundwater table and poor water quality. Although the community is above the 100-year flood problem, there are drainage problems due to topography and the area's limited drainage system. Expansion of the community is constrained by I-205 on the south, by transmission lines on the southeast, and by large-scale agricultural operations on the north, east, and west. Lammersville will remain a rural community with no expansion beyond its established boundaries.

Planned Circulation. None.

General Plan Policies Specific to Lammersville

None.

General Plan Implementation Specific to Lammersville

None.

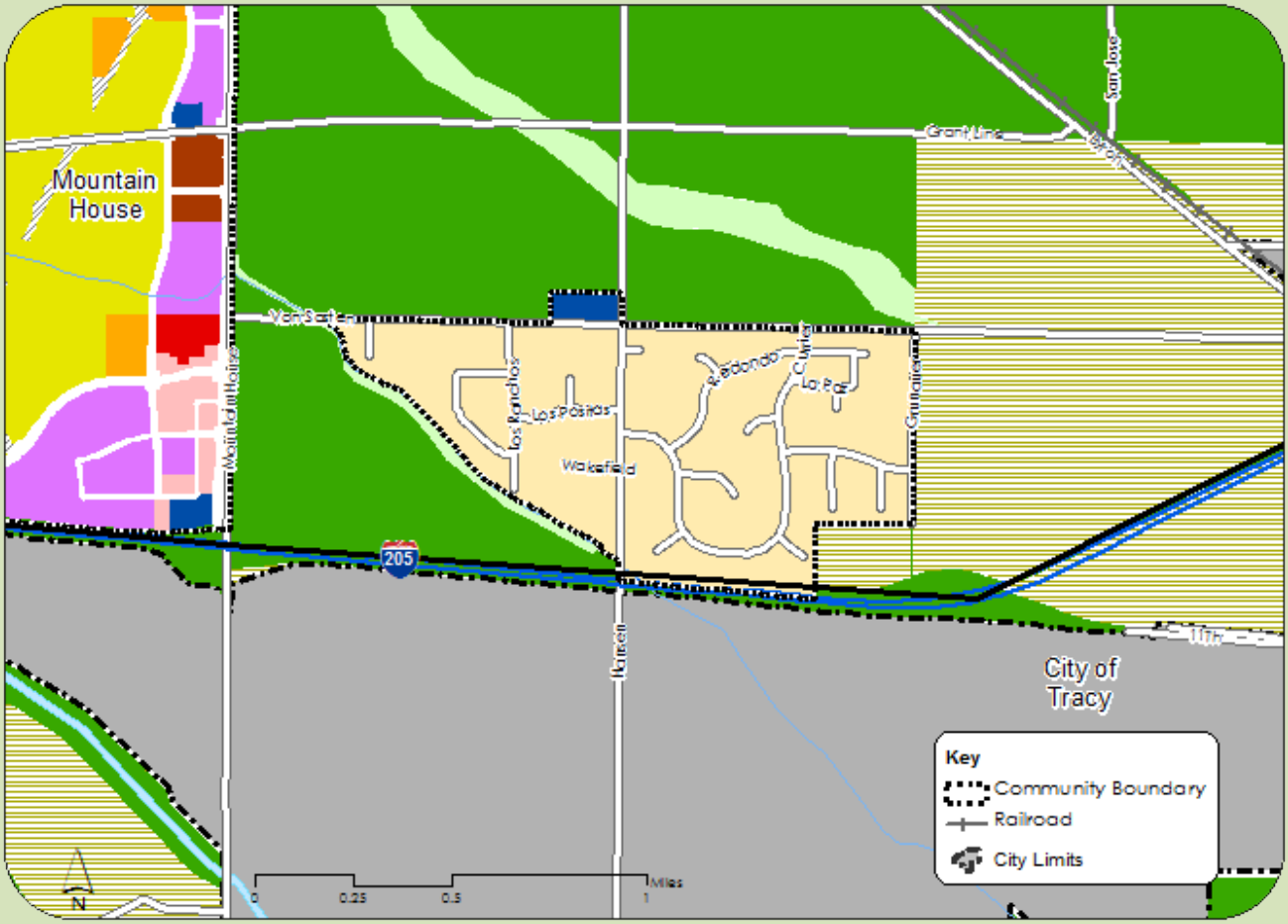
Summary of Infrastructure and Public Services[1]

Water Sources:	☑ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☑ Water system	☑ Domestic Wells	
Water quality issues?	☑ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	☑ Septic systems
Storm Drainage:	☐ Drainage system	☑ Ditches/ponds	☑ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	☑ Highway access	Highway(s): I-205	
Law Enforcement:	☑ Sheriff	☐ City	
Fire Protection:	☐ City	☑ District: Tracy (City and Rural)	
Library:	☐ Public library in community		
School District(s):	Lammersville Elementary School District and Tracy Joint Unified School District 0 Elementary 0 High School		
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Rural Community

RC-9 Lammersville



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Lammersville. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-10 New Jerusalem — Rural Community

Overview. New Jerusalem is a Rural Community located seven miles southeast of central Tracy. The existing 142-acre rural community is located on the northeast side of State Route 33, generally north of Durham Ferry Road and West of Koster Road, less than a mile east of the State Route 33/Interstate 5 Interchange. The New Jerusalem community boundary includes about a population of about 316 (2000 Census). The community is fairly level, sloping gently in an easterly direction toward the San Joaquin River.

Community Character. The New Jerusalem Community has grown out of the cumulative land divisions around the elementary school and the Tracy Rural Fire Station, primarily during the 1960s and 1970s. In July 1992 the Board of Supervisors approved a general plan amendment that created the New Jerusalem New Community and expanded the community's area to approximately 3,024 acres. This new community proposed a mix of land uses and higher residential densities that had the potential to change New Jerusalem from a small rural community to a mid-sized urban community. In October 1997 the Board of Supervisors removed the new community designation and reinstated the previous rural community status to New Jerusalem. Recent subdivisions have filled in the existing rural residential area, and 16.6 acres have been rezoned to residential uses since 1990. With the exception of the historic site of the agricultural air strip, most of the area within the community's boundaries has been subdivided for rural residential development. The community also supports a fire station and an elementary school. About 108 acres (75 percent) of the land within the New Jerusalem community boundary is in residential use.

Planned Land Use. New Jerusalem is located on prime agricultural soils and is surrounded by active, large-scale farming operations. Residents of the community are exposed to high noise levels from several sources. These sources include the Trinkle and Boys agricultural airfield located within the rural residential portion of the community, and the Sacramento Northern Railroad (former Southern Pacific Railroad) and State Route 33, which run diagonally through the community. The northeastern portion of the site is within the Traffic Pattern Zone of the nearby New Jerusalem Airport, and a small area in the extreme northeast corner of the site is within the Inner Turning Zone of this airport. Except for a minimal amount of infill development, no additional growth is expected within the planning period. New Jerusalem will remain a rural community with limited growth and no expansion beyond its community boundaries.

Planned Circulation. None.

General Plan Policies Specific to New Jerusalem

None.

General Plan Implementation Specific to New Jerusalem

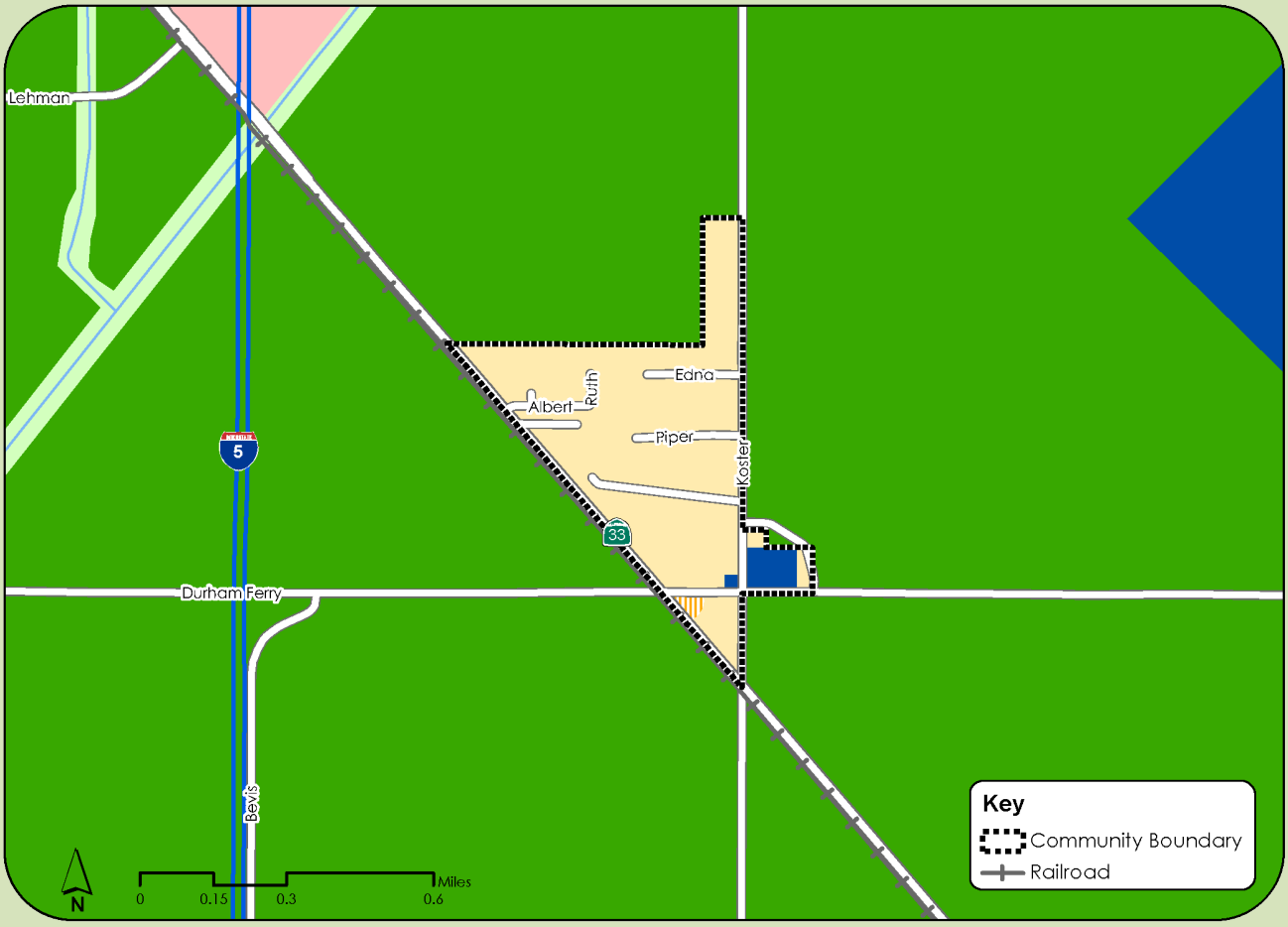
None.

Summary of Infrastructure and Public Services[1]

Water Sources:	☑ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☑ Water system	☑ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	☑ Septic systems
Storm Drainage:	☑ Drainage system	☑ Ditches/ponds	☑ Localized flooding issues
Flood Protection:	☑ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	☐ Highway access	Highway(s): SR 33	
Law Enforcement:	☑ Sheriff	☐ City	
Fire Protection:	☑ City	☐ District: Tracy (City and Rural)	
Library:	☐ Public library in community		
School District(s):	New Jerusalem Elementary School District and Tracy Joint Unified School District 1 Elementary/Middle 0 High School		
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Rural Community — RC-10 New Jerusalem



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for New Jerusalem. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-11 Noble Acres

Rural Community

Overview. Noble Acres is a community located at the intersection of Copperopolis Road and Tulsa Avenue, about two miles southeast of Glenwood. The community's northern boundary is the abandoned right-of-way of the Southern Pacific Railroad (SPRR) while Copperopolis Road forms the southern boundary. The Noble Acres community area boundary includes about 400 acres with a population of about 732 (2000 Census).

Community Character. The community is characterized by large-lot residences and orchards with limited residential uses. About 83 percent (318 acres) of the land within the Noble Acres community boundary is in residential use. Only two acres of commercial use exist in the community, and there is no industry.

Planned Land Use. Noble Acres is located on Class III soils and is above the 100-year flood plain. The greatest physical constraint to growth in the community is its proximity to intensive agricultural operations. Development has already limited the feasibility of full-time farming within the community boundaries. To avoid further encroachment, future development should be contained within these boundaries. Noble Acres will remain a rural community that provides limited services for its residents and surrounding agricultural areas. Residential growth is limited to buildout of existing vacant parcels at rural densities. At buildout Noble Acres would have approximately 250 dwelling units.

Planned Circulation. None.

General Plan Policies Specific to Noble Acres

None.

General Plan Implementation Specific to Noble Acres

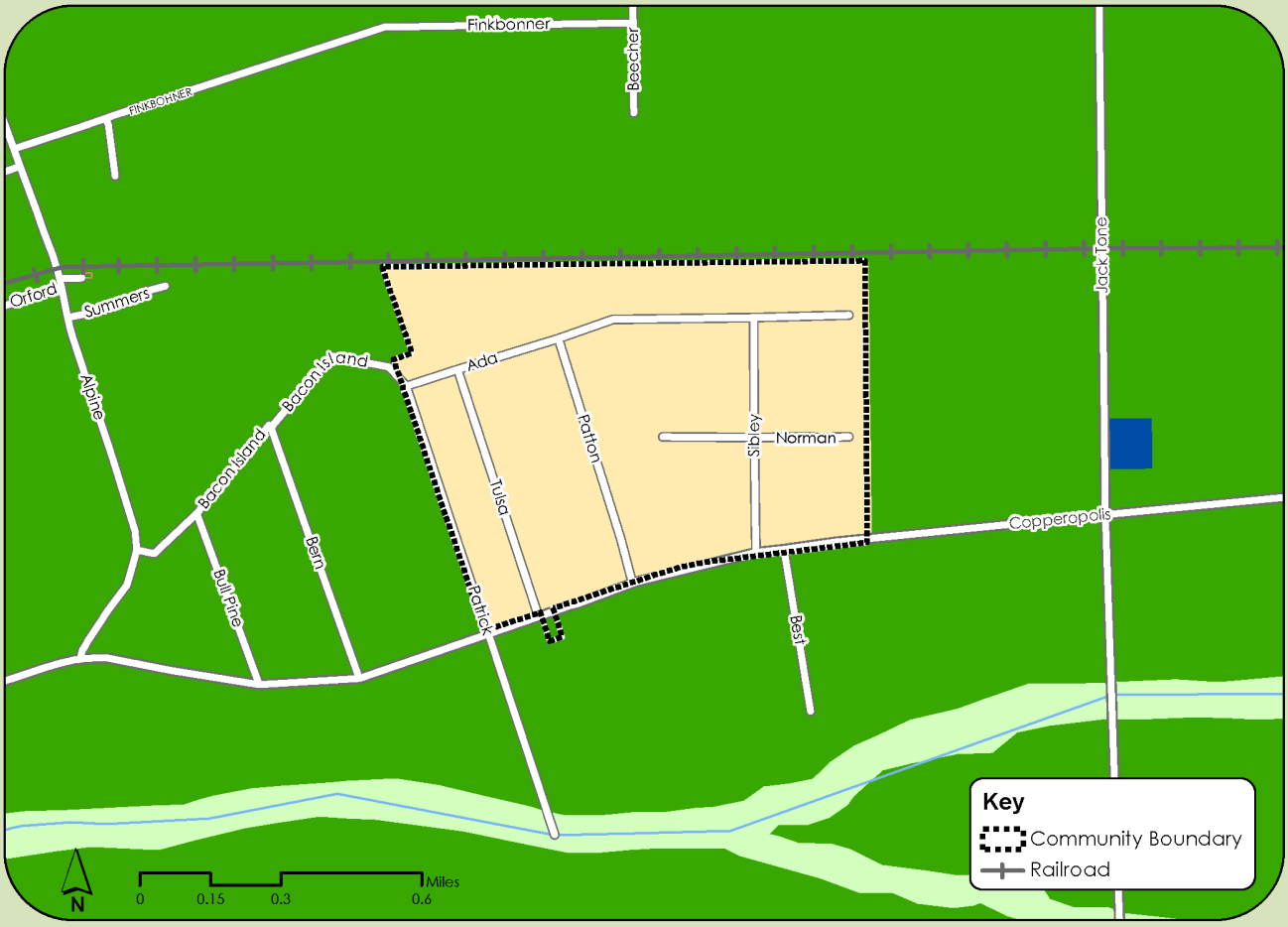
None.

Summary of Infrastructure and Public Services[1]

Water Sources:	☑ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	☐ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	☑ Septic systems
Storm Drainage:	☐ Drainage system	☑ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	☐ Highway access	Highway(s):	
Law Enforcement:	☑ Sheriff	☐ City	
Fire Protection:	☐ City	☑ District: Eastside Rural, Linden-Peters Rural	
Library:	☐ Public library in community		
School District(s):	Lodi Unified School District	0 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Rural Community — RC-11 Noble Acres



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Noble Acres. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-12 Peters — Rural Community

Overview. The community of Peters is located at the intersection of Fine and Copperopolis Roads, 12 miles east of Stockton. Peters was surveyed in 1871 and subsequently became one of five stops on the Stockton and Copperopolis Railroad. During the late 1800s Peters was a grain shipment and supply center for the surrounding region. By 1880 the town contained a Wells Fargo Express Office, a telegraph office, three blacksmiths, two saloons, a grocery store, a liquor store, a grocer, a hotel, a grain dealer, a church, and a school. None of these uses exist today.

Peters is heavily subdivided with many small rural residential lots. The Peters community area boundary includes about 975 acres and a population of about 520 (2008-2012 ACS data).

Peters' role as a commercial center declined during the first half of this century. By 1951 the post office and most commercial enterprises had closed. During the past six decades the community has retained its agricultural character.

Community Character. Peters encompasses about 930 acres of rural residences and small agricultural parcels. Most of the community consists of parcels between 2 and 10 acres in size. The smaller parcels are generally developed with rural residences, while the larger parcels contain orchards or vineyards. The community is surrounded by commercial agriculture. There are no existing commercial or industrial uses in Peters, although land is designated for Rural Service. Currently, community services are available in Linden, 4 miles to the north.

Planned Land Use. Peters is flat and open; to the west, agricultural land is planted in vineyards. Physical constraints to development are few. There are several tributaries to Mormon Slough north, west, and south of the community that are subject to overbank flooding, but this should not affect development in Peters. The land use plan for Peters recognizes the existing pattern of development. Peters is expected to remain a strictly rural residential community. Peters will remain a rural community with limited growth and expansion.

Planned Circulation. None.

General Plan Policies Specific to Peters

None.

General Plan Implementation Specific to Peters

None.

Summary of Infrastructure and Public Services[1]

Water Sources:	✔ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	✔ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✔ Septic systems
Storm Drainage:	☐ Drainage system	✔ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	✔ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	☐ Highway access	Highway(s):	
Law Enforcement:	✔ Sheriff	☐ City	
Fire Protection:	☐ City	✔ District: Linden-Peters Rural, Farmington Rural	
Library:	☐ Public library in community		
School District(s):	Lodi Unified, Linden Unified, Escalon Unified School Districts 0 Elementary 0 High School		
Parks/Recreation:	None		

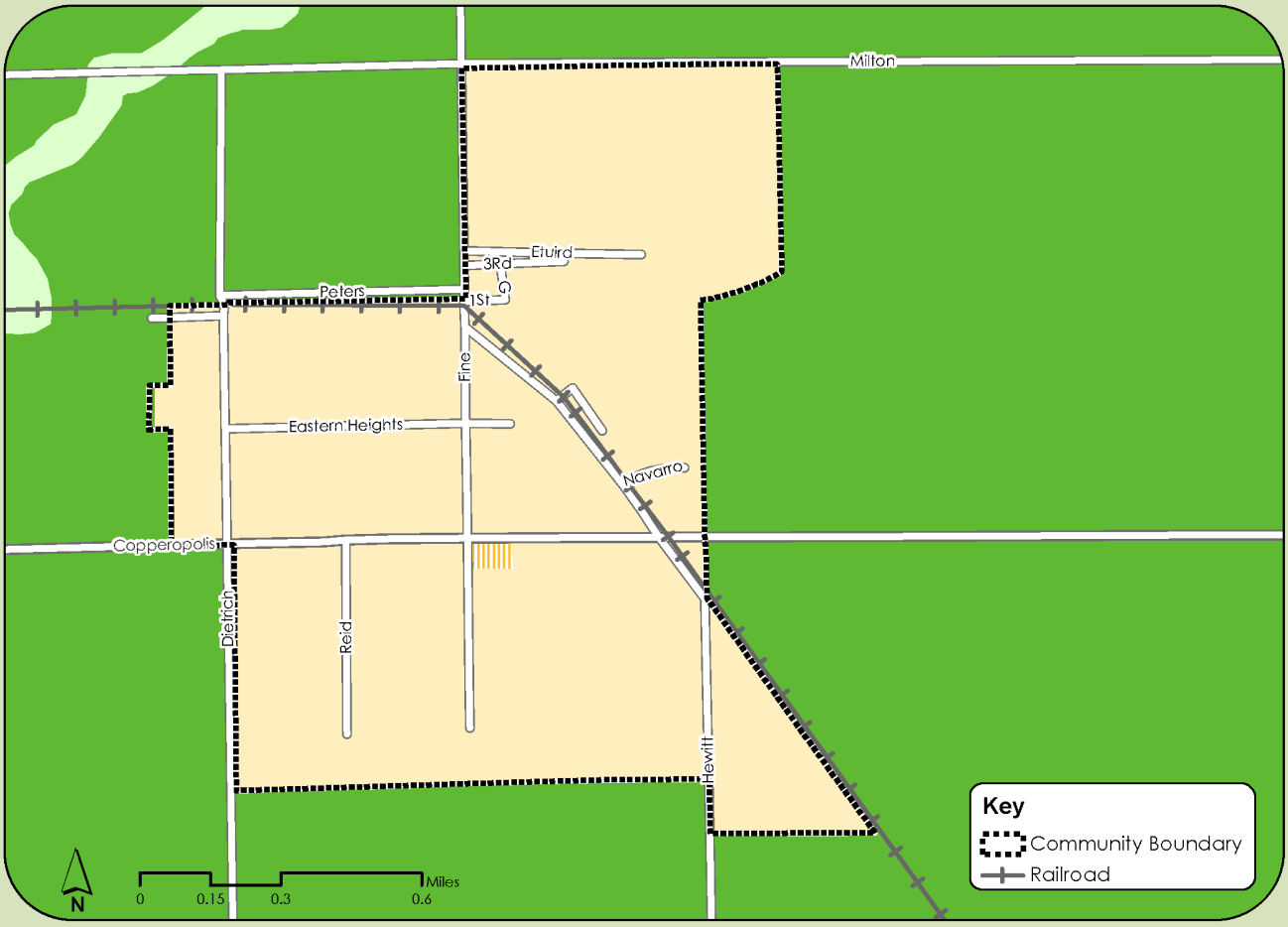
1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.





Rural Community

RC-12 Peters



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Peters. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-13 Stoneridge

Rural Community

Overview. Like Lammersville, Stoneridge consists of a large rural subdivision surrounded by commercial agriculture. The 94-acre rural community is located four miles east of central Tracy, on a triangular tract bounded by Grant Line Road, Bird Road, and Business Loop 205 (11th Street). Stoneridge is primarily made up of a large rural subdivision. The Stoneridge community boundary includes about 94 acres of land with a population of about 175 (Census 2000).

Community Character. About 90 acres (98 percent) of the land within the Stoneridge community boundary is in residential use. Approximately one acre of Stoneridge is in industrial uses, while commercial uses make up about only 0.5 acres. There is no vacant land in the community.

Planned Land Use. Stoneridge is surrounded by flat, prime agricultural lands. Any expansion of the community would affect the viability of farming on surrounding tracts. The community also has a high groundwater table and experiences drainage problems during heavy rains. Stoneridge will remain a rural community.

Planned Circulation. None.

General Plan Policies Specific to Stoneridge

None.

General Plan Implementation Specific to Stoneridge

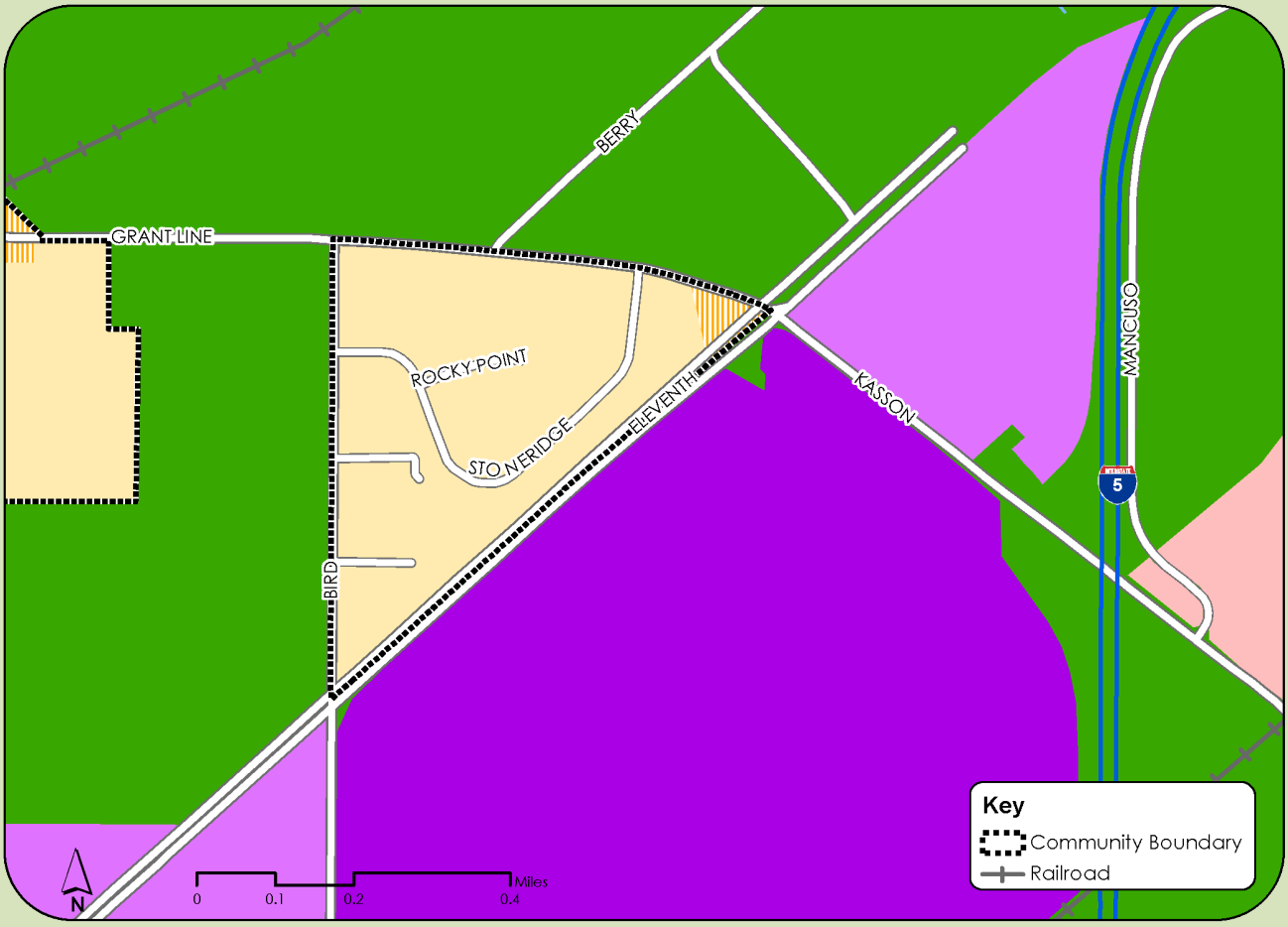
None.

Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	✓ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	☐ Drainage system	✓ Ditches/ponds	✓ Localized flooding issues
Flood Protection:	✓ Levee protection	☐ Certified Levees	✓ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): None	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Tracy (City and Rural)	
Library:	☐ Public library in community		
School District(s):	Banta Elementary School District and Tracy Joint Unified School District 0 Elementary 0 High School		
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Rural Community — RC-13 Stoneridge



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Stoneridge. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-14 Vernalis — Rural Community

Overview. Vernalis is a Rural Community located generally on the northeast side of State Route 33, south of State Route 132. Portions of the community are located on the San Joaquin/Stanislaus County line. The Vernalis community boundary includes about 142 acres of land and a population of about 36.

In the 1880s the Southern Pacific Railroad built a new rail line to serve the west side of the San Joaquin Valley. At the Vernalis train stop a few stores and a post office were built, thereby establishing the community. In the early 1900s two pumping stations were constructed in the vicinity of the community to pump oil between Bakersfield and the Carquinez Straits. This facility was located south of the Vernalis General Store in Stanislaus County.

During World War II the United States Army built a camp for prisoners of war in Vernalis. Later, the camp's barracks were used to house Mexican Nationals as part of the Bracero Program which ended in 1964. These facilities were dismantled and the site was planted with an almond orchard, which has since been removed.

Community Character. State Route 132, State Route 33, and the Sacramento Northern Railroad (former Southern Pacific Railroad) all pass through and/or border the community. Most of the land in the community is in agriculture (67 percent, or 73.8 acres). About 4 acres of the land within the Vernalis community boundary is in residential use. Approximately 12 acres of Vernalis are in industrial uses, while commercial uses make up only 0.8 acres. About 14 acres of land in Vernalis is in public or institutional use, and only 5.8 acres are vacant.

Planned Land Use. Vernalis is located on prime agricultural soils and is surrounded by active, large-scale farming operations. While existing development is minimal, outward expansion will be constrained by physical and political boundaries. Vernalis will remain a rural community with limited growth and expansion.

Planned Circulation. None.

General Plan Policies Specific to Vernalis

None.

General Plan Implementation Specific to Vernalis

None.

Summary of Infrastructure and Public Services[1]

Water Sources:	✔ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	☐ Water system	✔ Domestic Wells	
Water quality issues?	☐ Yes	☐ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✔ Septic systems
Storm Drainage:	☐ Drainage system	✔ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters ✔ Highway access	☐ Sidewalks common Highway(s): SR 132 and SR 33	☐ Public transit service
Law Enforcement:	✔ Sheriff	☐ City	
Fire Protection:	☐ City	✔ District: Tracy (City and Rural)	
Library:	☐ Public library in community		
School District(s):	New Jerusalem Elementary School District and Tracy Joint Unified School District 0 Elementary 0 High School		
Parks/Recreation:	None		

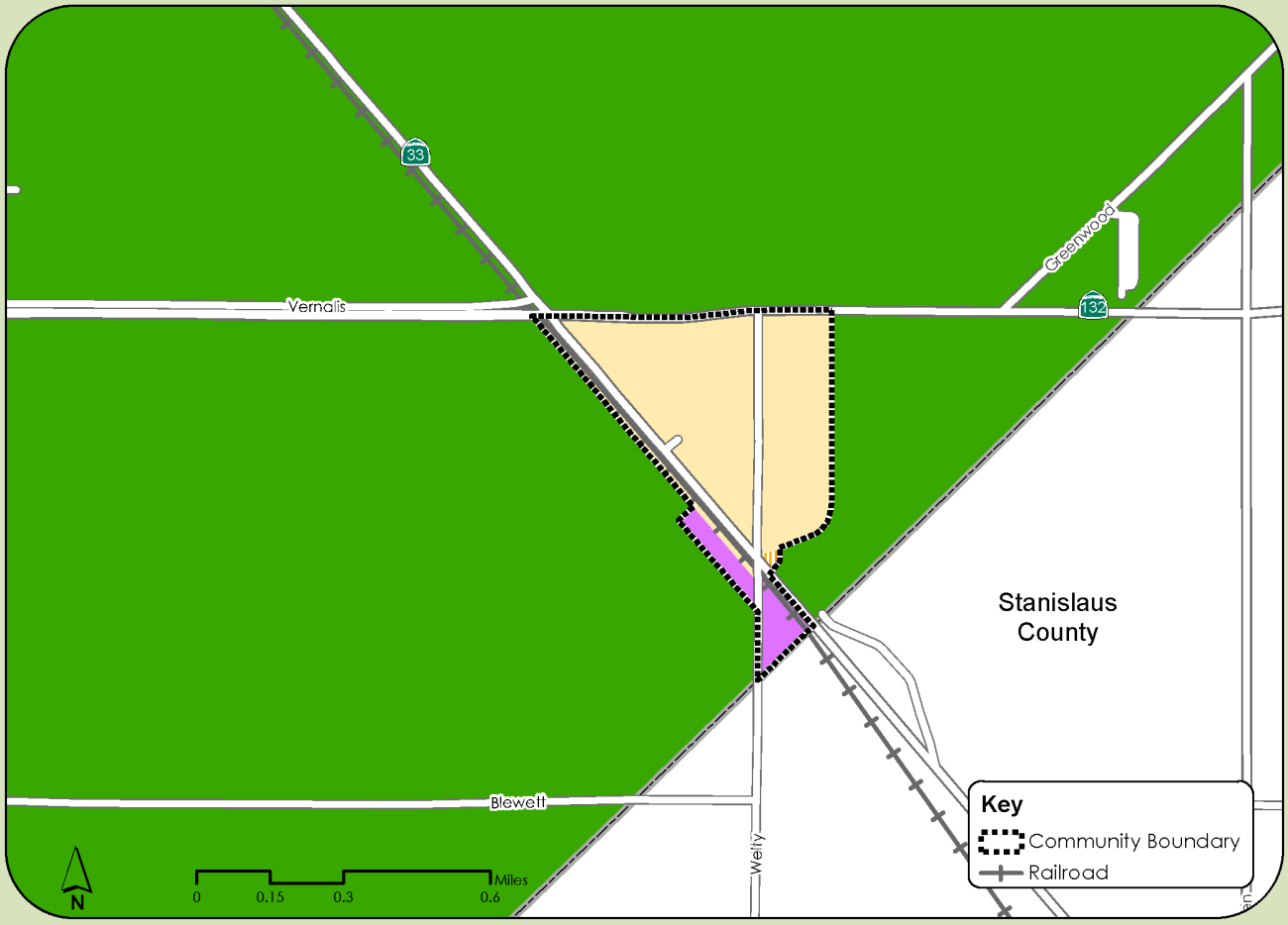
1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.







Rural Community — RC-14 Vernalis



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
- Recreation (C/R)

Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Vernalis. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

RC-15 Victor — Rural Community

Overview. Victor is a small community located on State Route 12 at Bruella Road, immediately east of Lodi and approximately three miles west of Lockeford. The surrounding vineyards and the Southern Pacific Railroad (SPRR) helped establish Victor as an important fruit packing and shipping center. Much of the residential development of the community took place between 1910 and 1920, and again after World War II.

Victor is bisected by SR 12, which provides access from Lodi to recreation areas in the Sierra. The Victor community boundary includes about 115 acres with a population of about 395 (2008-2012 ACS data).

Community Character. Victor is a rural residential and agriculturally-oriented community. Existing residential uses are primarily older single-family homes on 7,000 to 8,000 square foot parcels. Agriculturally-related industrial uses comprise 41 acres, or 36 percent of the community. Commercial uses occupy only5 percent of the community on 6 acres. Public uses include the Victor Elementary School, Mokelumne Fire Station, a U.S. Post Office, and the Water District's office. Most of the surrounding land is planted in vineyards. Only 11 percent (13.3 acres) of the land within the Victor community boundary is in residential use.

Planned Land Use. Victor is located on prime agricultural soils and is free of flood hazards. As with other communities in the Lodi Area, urban development could interfere with local agricultural operations and would reduce the acreage in prime soils. The community's residential development is further constrained by noise along State Highway 12. Because of the surrounding area's commercial agriculture and a desire of the Victor residents that the community remain as is, the number of people living in the community will remain stable with the total population increasing only slightly over the next 20 years as the remaining vacant parcels are developed. Existing levels of services and facilities will continue to be provided with no major improvements or additions. The amount of Victor's future development will depend on the health, safety, and environmental impacts related to septic tank systems.

Planned Circulation. None.

General Plan Policies Specific to Victor

None.

General Plan Implementation Specific to Victor

None.

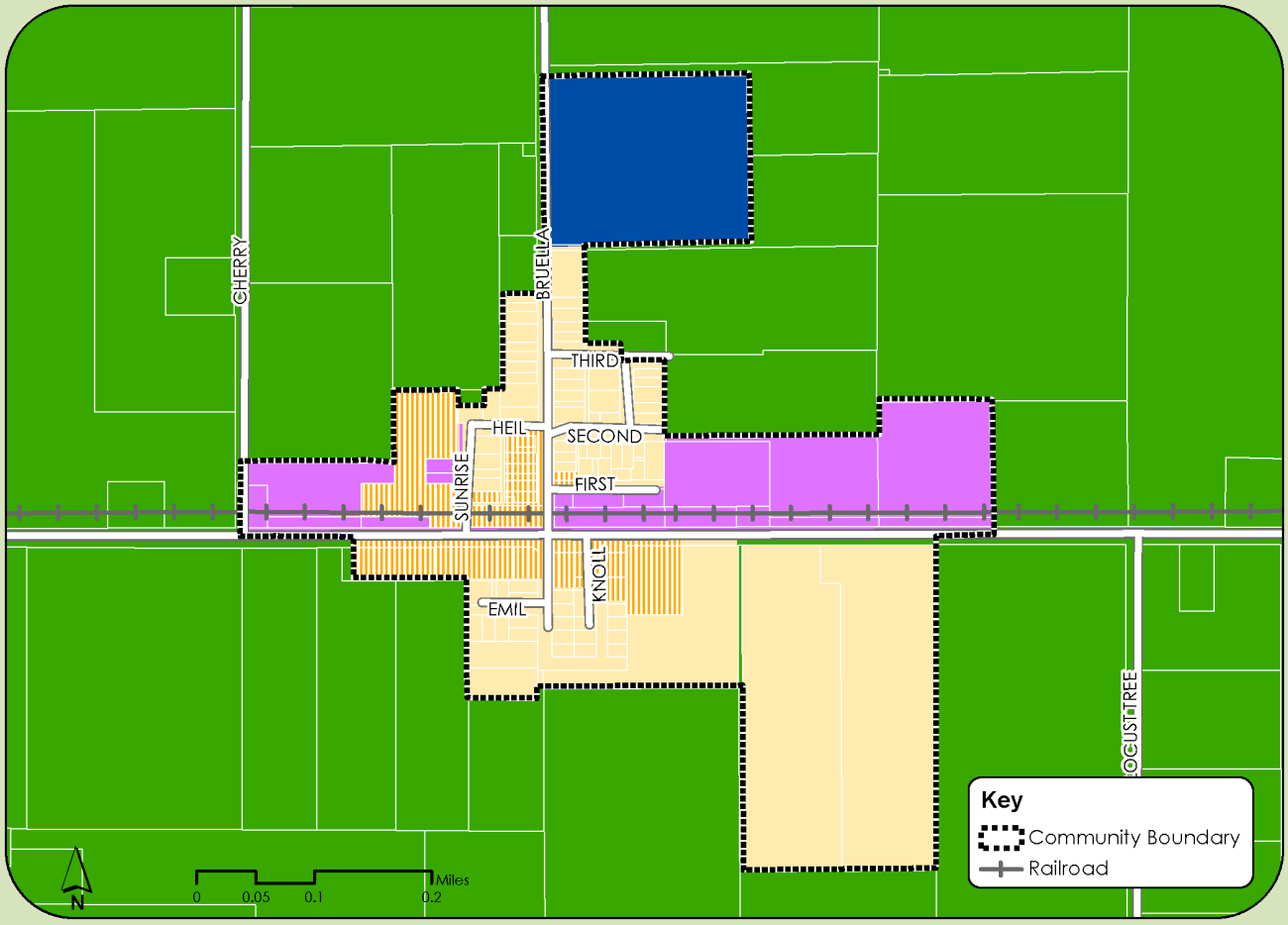
Summary of Infrastructure and Public Services[1]

Water Sources:	✓ Groundwater	☐ Surface Water	☐ Overdraft issues
Domestic Water:	✓ Water system	☐ Domestic Wells	
Water quality issues?	☐ Yes	✓ No	☐ Saltwater intrusion
Wastewater:	☐ Sewer system	☐ Adequate capacity	✓ Septic systems
Storm Drainage:	✓ Drainage system	☐ Ditches/ponds	☐ Localized flooding issues
Flood Protection:	☐ Levee protection	☐ Certified Levees	☐ 100-year Flood Zone
Circulation:	☐ Curbs/gutters	☐ Sidewalks common	☐ Public transit service
	✓ Highway access	Highway(s): SR 12	
Law Enforcement:	✓ Sheriff	☐ City	
Fire Protection:	☐ City	✓ District: Mokelumne Rural	
Library:	☐ Public library in community		
School District(s):	Lodi Unified School District	0 Elementary	0 High School
Parks/Recreation:	None		

1) For detailed information refer back to Chapter 2 Planning Area Profiles of the General Plan Background Report.

Rural Community

RC-14 Victor



General Plan Designations

Residential
- Rural (R/R)
- Very Low Density (R/VL)
- Low Density (R/L)
- Low and Medium Density (R/LM)
- Medium Density (R/M)
- Medium-High Density (R/MH)
- High Density (R/H)

Commercial
- Neighborhood (C/N)
- Community (C/C)
- General (C/G)
- Office (C/O)
- Freeway Service (C/FS)
- Rural Service (C/RS)
- Mixed-Use (C/MX)
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Industrial
- Limited (I/L)
- General (I/G)
- Truck Terminal (I/T)

Public/Quasi-Public
- Public (P/F)

Agricultural
- General (A/G)
- Limited (A/L)
- Urban Reserve (A/UR)

Open Space
- Parks and Recreation (OS/PR)
- Resource Conservation (OS/RC)

The 2035 General Plan Land Use Diagram provides planned land use direction for Victor. The map considers the local planning factors, assumptions, and local community development policies as well as Countywide policies contained in the Land Use Section of the Community Development Element. All development must be consistent with all parts of the 2035 General Plan.

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Housing

Please see the adopted December 15, 2015 Housing Element.

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Economic Development

Introduction

Improving the overall economic health of the County is a major objective of the 2035 General Plan. Economic growth and sustainability are critical to protecting existing businesses and jobs, encouraging new investment, and preserving the quality of life so many County residents value. As the population and employment center for the northern San Joaquin Valley, San Joaquin County serves as a warehousing and distribution center for products moving through Northern California and beyond. Agriculture plays a pivotal role in the County economy, and is projected to do so over the long term. At the same time San Joaquin County expects to experience increased demand for higher-end office space for service-based users as population continues to increase. While the County faces high unemployment and low wages compared to the rest of the State, there is plenty of room for optimism. Key economic generators like the Port of Stockton, Stockton Metropolitan Airport, agriculture, and access to one of the most interconnected transportation hubs in California provide opportunities for future economic stability and growth. In addition, new economic drivers like tourism and clean-green industries can diversity the San Joaquin County economy and supplement an already solid economic foundation.

The primary focus of the Economic Development section is to achieve economic sustainability in the County. Economic sustainability recognizes the need for economic prosperity and resilience to maintain the health of the County for current and future generations. The concept encourages self-reliance, entrepreneurial activity, and the generation of wealth in a manner that does not degrade or burden the ability of future generations to meet social, economic, public health, and environmental needs. In San Joaquin County this means building on the base of successful existing economic sectors, diversifying the local economy,

nurturing local entrepreneurs, improving infrastructure and public facilities, and encouraging innovative and green business that leverage and enhance the natural assets of the County.

Relationship to Other General Plan Elements

For San Joaquin County to achieve its full economic potential, the County will need to address the related challenges of crime and public safely, traffic congestion, underperforming public schools, and protection of agriculture and natural resources. For these reasons and others, several other General Plan elements contain goals and policies that directly and indirectly support economic development, including the Public Facilities and Services Element, Public Health and Safety Element, and Natural and Cultural Resources Element. Many of the policies in the Economic Development section are supplemented by policies in other sections of the Community Development Element in an effort to provide comprehensive solutions to multifaceted planning issues.

Business and Industry Growth

Although San Joaquin County makes up about 43 percent of employment within northern San Joaquin Valley, the number of jobs in the County grew slower than any other Valley county at 1.7 percent annually during the period from 1990 to 2007. With the anticipated influx of people, the County will need to build a reliable employment base that facilitates long-term economic growth. The focus of this goal section is to put policies in place that encourage new businesses to locate and stay in San Joaquin County.

GOAL ED-1

To maintain a thriving business community and growing economy that provides well-paying jobs, a high quality of life, and a sound tax base.

ED-1.1 County Image

The County shall continue to promote San Joaquin County among its citizens and the wider business community as a livable region and an excellent place to do business. (PSP)

ED-1.2 Sustainable Businesses and Jobs

The County shall prioritize economic development strategies, programs, and projects that attract and retain long-term, economically sustainable businesses, create sustainable sources of jobs, and provide a living wage to residents and families in the County. (PSP)

ED-1.3 Streamline Project Approvals

The County shall continue to identify and implement processes to streamline permitting and licensing procedures for new businesses that result in a net economic benefit to the County through increased tax base or job creation. (PSP)

ED-1.4 Jobs-Housing Balance

The County shall strive to improve the jobs-housing balance in the County so that more residents can live and work locally, primarily by pursuing additional jobs for the resident labor force. (PSP)

ED-1.5 Telecommunications Technology

The County shall support the development of telecommunications infrastructure and services to facilitate the use of the best available technology for business growth, agricultural and industrial innovation, and education and training advancement. (PSP)

Economic Diversification

The economy of the San Joaquin Valley traditionally has been agricultural-based, particularly in crop production, food manufacturing, and other supportive industries for agricultural industries. San Joaquin County has a similar agricultural composition; however, the County has a much more diversified economic base that provides for the potential for successful collaboration between related industry sectors. Over the past 15 years the County has moved from a predominantly agricultural economy to a more diversified economy that includes a significant trade, transportation, retail, and business services economic base. While the agricultural sector will always play a significant role in the San Joaquin County economy, it is important that the County's economic base continue to diversify its service-producing employment. The focus of this goal section is to put policies in place that encourage growth in multiple industry sectors that play to San Joaquin County's inherent economic advantages.

GOAL ED-2

To develop a diverse mix of businesses and industries and a balanced local economy.

ED-2.1 General Economic Base Diversification (SO/JP)

The County shall encourage the development of a diversified economic base by continuing to promote agriculture, tourism, and commerce, and by expanding efforts to encourage commercial and industrial development, including the development of energy resources. (PSP)

ED-2.2 Global Economic Connections

The County shall support San Joaquin Partnership efforts to grow local manufacturing and distributing businesses in the County. (PSP/IGC)

ED-2.3 Broaden Tax Base

The County shall encourage a mix of businesses and industries that broaden and stabilize the County's property and sales tax bases, provided it does not significantly impact the environment or the viability of the County's agricultural operations. (PSP)

ED-2.4 Green Economy

The County shall encourage the development and expansion of industries and businesses that rely on environmentally-sustainable products and services, such as renewable energy, green building, clean transportation, water conservation, waste management and recycling, and sustainable land management. (PSP)

Development

If San Joaquin County is to attract new development and provide expansion opportunities for existing businesses, it must first ensure that the appropriate mechanisms are in place. Over the next 25 years the County anticipates demand for 290 acres of employment space per year. If the County is to accommodate this demand, it must ensure that suitable sites are available. The focus of this goal section is to put policies in place that create a business-friendly environment and limit the impediments to future development.

GOAL ED 3

To provide opportunities for expansion and development of businesses by ensuring availability of suitable sites, appropriate zoning, and access to infrastructure and amenities.

ED-3.1 Adequate Supply of Industrial and Commercial Land

The County shall ensure an adequate supply of industrial and commercial land is designated for future development to allow the market to continue to expand in a manner that is compatible with agricultural production and existing uses. (PSP)

ED-3.2 Considerations for New Commercial and Industrial Development

The County shall consider the following factors when reviewing proposed non-agricultural commercial and industrial development applications:

- **Access.** New developments should have ready access to major transportation corridors (i.e., freeways and State highways) to limit additional County-funded roadway development and maintenance.
- **Water.** New developments must have long-term water supplies to meet the ultimate demand of the development and surrounding area and ensure the continued viability of existing and future development.
- **Infrastructure.** New developments must contribute their fair share of adequate infrastructure and services that are sufficient to meet the ultimate demand of the development and surrounding area and limit additional County-funded roadway development and maintenance.
- **Efficiency.** New development uses should make efficient use of land within the County and limit the conversion of agricultural lands to maintain the economic viability of farms and recreational resources. (RDR)

ED-3.3 Ensure Adequate Transportation Improvements

The County shall strive to provide an adequate circulation system to support job growth and economic development, connecting critical goods movement facilities and minimizing conflict with other transportation needs. (PSP)

ED-3.4 Infrastructure Requirements

The County shall prepare for service and facility needs by coordinating infrastructure improvements with economic development opportunities. (PSP)

ED-3.5 Port of Stockton

The County shall support the development of connections between the Port and the Stockton Airport, Union Pacific and BNSF Intermodal truck to rail service, and the County's unincorporated areas. (PSP/IGC/JP)

ED-3.6 Stockton Metropolitan Airport Expansion

The County shall support efforts to expand and enhance operations at the Stockton Metropolitan Airport to create a catalyst for economic development and new jobs in the County. (PSP)

ED-3.7 Attract Industrial Development

The County shall work with the San Joaquin Partnership to attract industrial development to appropriate locations in the County. (PSP/IGC)

Agricultural Economy

Agriculture remains an economic base of San Joaquin County. Agriculture is a $6.6 billion industry that employs nearly 17 percent of the County. However, the agriculture industry faces a regional shift towards service-based industries like trade, transportation, and retail. Keeping the agricultural industry healthy and robust will maintain San Joaquin County's growth, and provide effective and efficient infrastructure-serving agriculture. The focus of this goal section is to put policies in place that support the agricultural economy.

GOAL ED-4

To support the continued financial growth of the agricultural sector and ag-related businesses.

ED-4.1 Recognize Importance of Agriculture

The County shall continue to recognize the importance of agriculture in the County's economy and shall protect and promote its continued viability. (PSP)

ED-4.2 Vertical Integration

The County shall encourage the vertical integration of agriculture by allowing research, production, processing, distribution, and marketing of agricultural products in agricultural areas, provided such uses do not interfere with surrounding uses. (PSP)

ED-4.3 Promoting Local Agriculture Expansion

The County shall support the expansion of commercial agriculture activities, encourage the development of new agricultural support and value-added industries, and promote locally-grown commodity sales. (PSP)

ED-4.4 High-Value Agricultural Industries

The County shall encourage the development of high-value food processing industries that can lead to new markets for local products. (PSP)

ED-4.5 Certified Farmers Markets

The County shall support efforts of local communities, local farm groups, and the California Department of Food and Agriculture (CDFA) Certified Farmers Market Program to create certified farmers markets within the County. (PSP/IGC)

ED-4.6 Produce Markets and Stands

The County shall continue to encourage farmer-owned- and operated-produce markets and stands within the unincorporated communities and agricultural areas of the County that sell locally-grown farm products. (PSP)

ED-4.7 Vineyards

The County shall encourage local efforts to enhance and grow the County's wine regions and wine-related businesses. (PSP)

ED-4.8 Protect Agricultural Infrastructure

The County shall recognize and protect agricultural infrastructure, such as farm-to-market routes, water diversion and conveyance structures, airfields, processing facilities, research and development facilities, and farmworker housing. (PSP)

ED-4.9 Promote Agricultural Innovation

The County shall encourage agricultural innovation, including research and development, biotechnology, sustainable farm practices, agritourism, and nontraditional agricultural operations in order to expand and improve business and marketing opportunities for those engaged in agriculture. (PSP)

ED-4.10 Carbon Offsets

The County shall support programs and projects that would help farmers and agricultural-processing facilities provide carbon offsets, if and when new regulations require industries to provide carbon offsets. (PSP)

Tourism

Natural and agricultural resources offer a major opportunity to expand new areas of the economy while supplementing existing industries and marketing the County's unique resources and products. The County is in a position to expand tourism as an economic driver in focused areas such as the wine industry, agritourism, the Delta, entertainment, cultural events, and other authentic San Joaquin County ventures. Tourism provides an opportunity for County farmers to complement their work through additional income sources. The focus of this goal section is to put policies in place that facilitate growth in the tourism industry.

GOAL ED-5

To provide a variety of tourism opportunities to market San Joaquin County as a tourist destination and expand the local economy.

ED-5.1 Agritourism

The County shall encourage existing and new agritourism opportunities provided they are associated directly with surrounding agricultural products and are secondary and incidental to the areas agricultural production. (PSP)

ED-5.2 Local Winery Awareness

The County shall encourage local efforts to raise awareness of the County's wine regions among individuals in the wine trade, media, and wine consumers. (PSP)

ED-5.3 Recreation and Ecotourism

The County shall promote recreation-based tourism and ecotourism in the Delta, along County waterways, and in other open space areas of the County, provided such activities do not expose private property or agricultural equipment to trespassing or vandalism. (PSP)

ED-5.4 Outdoor Recreational Venues

The County shall encourage the development of outdoor recreation facilities and venues in the Delta, along County waterways, and in other open space areas of the County to support biking, hiking, horseback riding, camping, bird watching, hunting, and fishing. (PSP)

ED-5.5 Heritage Tourism

The County shall encourage programs that promote the history and culture of San Joaquin County to increase heritage tourism opportunities. (PSP)

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POLICY DOCUMENT PART 3

Goals and Policies

3.2 PUBLIC FACILITIES AND SERVICES ELEMENT

The Public Facilities and Services Element of the San Joaquin County General Plan provides for the development and expansion of public services throughout the County. Transportation and public services are addressed through its goals, policies, and implementation programs to provide the County's urbanized and developing areas with adequate services to function and grow. It also establishes policies for the provision of utilities and services to meet the needs of the community. This Element contains goals and policies for the following topics:

- **Circulation and Mobility.** The overall transportation and circulation pattern in the San Joaquin County General Plan focuses on enhancing the connections between cities, communities, and other areas through existing highways and roadways and creating an integrated multimodal system. Coupled with this is the improvement of bike and pedestrian facilities along with public transportation facilities and services that will enable better movement throughout the County and region. In all improvements the goals and policies emphasize the creation of complete streets that meet the needs of all users. Improvement to existing services and development of new facilities will dictate the success of the County's transportation and circulation system through the orderly movement of goods and people.
- **Public Facilities and Services.** Long-range planning anticipates the improvement and development of public facilities in urbanized areas of the County. Communities will have more opportunity to grow and develop with added water, wastewater, and drainage capacity while the safety of County residents and property will be ensured through the placement and services of adequate law enforcement and fire safety

facilities. The continued maintenance and adequate capacity are crucial to the continued growth and development of communities.

GUIDING PRINCIPLES

Circulation and Mobility

- Promote regional and interstate transit connections (e.g., ACE Train, High Speed Rail) to reduce automobile trips.
- Create safe and efficient connections (e.g., auto, transit, bike, and pedestrian) between cities and unincorporated communities.
- Enhance goods movement infrastructure (i.e., truck routes, railways, shipping channels, and airports) efficiency to regional and international destinations.
- Ensure goods movement facilities and terminals operate in a safe and effective manner, consistent with surrounding land uses.

Public Facilities and Services

- Enhance and maintain existing infrastructure and services to meet the unique circumstances of each unincorporated community and the needs of residents and businesses.
- Ensure development does not outpace the provision of services and infrastructure (e.g., water, sewer, drainage).
- Maintain law enforcement and fire protection services to protect residents and property.
- Enhance availability of communications infrastructure (i.e., broadband) to residents and businesses.

Transportation and Mobility

Introduction

The Transportation and Mobility section provides the framework for decisions in San Joaquin County concerning the countywide transportation system. It provides for the safe and efficient movement of people and goods in and around the County through a variety of transportation modes. While the Transportation and Mobility section strives to encourage a multi-modal transportation system that serves the mobility needs of all residents, it also reflects the rural nature of the County. Many areas of the County, both urban cities and unincorporated areas, lack the density and population to support comprehensive transit. In addition, roadways in unincorporated San Joaquin County are becoming increasingly congested due to long commute distances, conflicts between the transport of farming equipment and commuter-oriented automobile traffic, and poor roadway conditions.

Policies in the Transportation and Mobility section encourage public transit service and pedestrian and bicycle facility improvements in appropriate areas of the County where they will be most beneficial in linking residents to work, shopping, and leisure destinations. These policies also provide public health co-benefits since many of them can have an influence on physical and mental health. For example, transportation infrastructure that promotes everyday physical activity such as walking and biking (active transportation) addresses sedentary behavior, which is a shared risk factor for obesity and other chronic diseases.

In addition, ACE Train extensions, goods movement efficiency improvements, and public transit investments offer potential solutions for alleviating congestion and provide opportunities

for long-term transportation connections both to other regional centers in the State and between communities within San Joaquin County. In rural areas of the County, policies in this section encourage an efficient and economical transportation system to move goods for the agricultural and manufacturing industries.

In addition to goals, policies, and programs, the Transportation and Mobility section includes a Circulation Diagram (Figure TM-1) and regional planned roadway improvements (Figure TM-2). The Transportation and Mobility section works closely with the Land Use section of the Community Development Element to ensure that the County transportation system can accommodate growth anticipated during the General Plan planning period. This transportation system is shown on the diagram as a set of roadway classifications, developed to guide long-range transportation system planning and programming in San Joaquin County. Roadways are classified in this system based on the linkages they provide and their function in the hierarchy of roadways.

Relationship to Other General Plan Elements

The goals and policies in the Transportation and Mobility section of the Public Facilities and Services Element are interrelated with several of the goals and policies in the Land Use section of the Community Development Element, particularly as they relate to the County's regional transit, and the creation of complete, walkable, and transit-oriented land use patterns that support alternative modes of transit. Linking transportation and land use in the policy document allows San Joaquin County to preserve and enhance valued natural and cultural resources and facilitate a more sustainable, efficient development pattern. The Public Health and Safety Element also has supporting policies related to particulate emissions from County roads and paving materials for road construction.

Regional Multimodal System

The transportation system in San Joaquin County serves both regional and local travel needs across a broad spectrum of modes. A multimodal approach to transportation is intended to create an integrated transportation and circulation system that allows for opportunities to travel by any mode of travel (e.g., walking, bicycling, transit, and automobiles) to reach key destinations in a community and region safely and directly. Multimodal approaches to transportation have multiple benefits. They can lead to safer travel for all roadway users. They can improve health by allowing people to walk or bicycle or take transit. These travel modes promote active lifestyles and reduce automobile-related emissions and pollution. Finally, they can provide options and increase mobility for people who cannot or do not drive. This multi-modal system includes the roadway, which serves automobiles, trucks, public transit, and bicycles, as well as pedestrian ways, such as sidewalks and trails, to serve all users of the public right-of-way.

The focus of this goal section is to guide the overall provision for a balanced multi-modal system of transportation facilities and services in the county.

GOAL TM-1

To maintain a comprehensive and coordinated multimodal transportation system that enhances the mobility of people, improves the environment, and is safe, efficient, and cost effective.

TM-1.1 Transportation System Safety

The County shall manage the transportation system to ensure safe operating conditions. (PSP)

TM-1.2 Emergency Services

The County shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. (PSP/IGC)

TM-1.3 Multimodal System

The County shall encourage, where appropriate, development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation, and reduces air pollution and greenhouse gas emissions. (RDR/PSP)

TM-1.4 Regional Transportation Facilities

The County shall work with Caltrans, SJCOG, and the cities in the County where appropriate to plan, develop, and maintain regional transportation facilities, and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved. (PSP/IGC)

TM-1.5 Regional Transportation Plan Development

The County shall provide input into the development of the San Joaquin Council of Governments Regional Transportation Plan as appropriate to ensure County roads and facilities are adequately addressed. (PSP/IGC)

TM-1.6 Automobile Dependency Alternatives

The County shall support public and private efforts where appropriate to provide alternative choices to single occupant driving. (IGC/JP)

TM-1.7 Energy Conservation

The County shall develop the transportation system to reduce vehicle miles traveled, conserve energy resources, minimize air pollution, and reduce greenhouse gas emissions. (RDR/PSP)

TM-1.8 Multimodal Congestion Management

The County shall support, as appropriate, SJCOG efforts to monitor multimodal corridors within the County as part of the Regional Congestion Management Program. The County shall also encourage the consideration of additional multimodal corridors, where appropriate, as part of future updates to the Regional Congestion Management Program. (PSP/IGC)

TM-1.9 Facilities and Infrastructure

The County shall, based on available resources, effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system. (PSP/SO)

TM-1.10 Eliminate Gaps

The County shall strive to eliminate "gaps" in roadways, bikeways, and pedestrian networks by planning and seeking funding to construct grade-separated crossings of rail lines, canals, creeks, and other barriers to improve connectivity and encourage construction of new bikeways and pedestrianways in and between existing communities where appropriate. (RDR/PSP/FB)

TM-1.11 Transportation System Improvements

The County shall require new development to provide transportation system improvements necessary to serve the development. (RDR/FB)

TM-1.12 Transportation and Land Use

The County shall ensure that transportation system investments and improvements support existing and future sustainable land use patterns. (RDR/PSP/FB)

TM-1.13 Smart Growth

The County shall encourage "smart growth" and sustainable planning principles where appropriate, including the development of high-density and commercial development near inter-modal transit facilities. (RDR/PSP)

TM-1.14 Abandoned Railroad Rights-of-Way

The County shall consider acquiring abandoned railroad rights-of-way for use in the County's circulation system, where appropriate. (PSP)

TM-1.15 Transportation Funding

The County shall support transportation system improvements by collecting fair share transportation impact fees from new development, supporting ballot measures to maintain existing and/or establish new sales tax revenue for the maintenance and improvement of transportation infrastructure, and applying for Federal and State discretionary transportation funds. (PSP/FB)

TM-1.16 Transportation Capacity and Development

The County shall schedule transportation improvements to coordinate with land use development and transportation demand. Transportation investments and service capacity shall be planned to correspond to the development and travel demand identified by plans of local communities. (RDR/PSP)

TM-1.17 Minimize Disruptions

The County shall minimize social and economic disruptions to communities resulting from the maintenance and construction of the transportation system. (PSP/SO)

TM-1.18 Capital Improvement Program

The County shall maintain a Transportation Capital Improvement Program consistent and commensurate with developer fees established as part of the County's AB1600 compliant traffic impact mitigation fee program. (PSP/FB)

Complete Streets

"Complete streets" are streets designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit. Careful planning and coordinated development of complete streets infrastructure can provide long-term cost savings for the County by reducing road construction, repair and maintenance costs and expanding the tax base; it can improve public health by encouraging active lifestyles and improving roadway safety; it can provide economic benefits to property owners and businesses; and it can decrease pollution. The California Complete Streets Act (AB 1358, 2008) requires that the General Plan address the provision of complete streets. Policies in this section seek to connect, balance, and prioritize transportation modes based on surrounding uses, activities, and right-of-way allowances; integrate different types of facilities into existing streets to make them more complete; and plan and design new streets to create complete streets.

What are Complete Streets?

Complete streets are streets designed and operated to enable safe access for all users of any age and ability, including pedestrians, bicyclists, motorists, transit riders, and goods movement vehicles. There is no design prescription for a complete street. Depending on the primary use of the street and its location, "completeness" may or may not include sidewalks or trails, bike lanes or wide paved shoulders, bus lanes and bus stops, frequent and safe crossing opportunities or pedestrian signals, and/or medians, curb extensions, or roundabouts. A complete street in a rural area will be designed and operated different from one in an urban area, but both should be designed to balance safety and convenience for everyone using the road.

The focus of this goal section is to design County roadways to balance the needs of all transportation modes and provide travel options for County residents and visitors.

GOAL TM-2

To improve County roadways to include pedestrian, bicycle, and transit facilities to better serve people who use these active transportation modes.

TM-2.1 Urban Complete Streets

The County shall require new streets within Urban Communities to be designed and constructed to serve all users, including pedestrians, bicyclists, and transit passengers, of all ages and abilities. This includes:

- creating multi-modal street connections in order to establish a comprehensive, integrated, and connected transportation network for all modes of travel;
- minimizing curb cuts along non-local streets to improve safety and capacity;
- planting street trees adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and vehicular traffic, where appropriate;
- constructing sidewalks and bike lanes on both sides of streets, where feasible;
- including parking options to provide a buffer between pedestrians and vehicular traffic, where appropriate;
- coordinating with local jurisdictions and SJCOG to ensure multimodal connections are established and maintained between jurisdictions; and
- incorporating traffic-calming devices such as roundabouts, bulb-outs at intersections, and traffic tables into the transportation system where appropriate to improve safety and encourage travel by active transportation modes. (RDR/PSP)

TM-2.2 Reconstructed Urban Complete Streets

The County may require, based on community support and financial feasibility, reconstructed streets in Urban Communities to accommodate pedestrians and bicyclists, except where pedestrian or bicycle facility improvements are not feasible or determined to be cost prohibitive. New and reconstructed streets in Urban Communities shall be designed to create an environment that provides opportunities for pedestrian and bicycle activity and complementary development and land uses. (RDR/PSP)

TM-2.3 Land Use Patterns

The County shall encourage the development of uses in Urban Communities that support the use of public transit, bicycling, walking, and other alternatives to the automobile. (PSP)

TM-2.4 Rural Complete Streets

The County shall strive to serve all users on rural roadways in the County and shall design and construct rural roadways to serve safely bicyclists, transit passengers, and agricultural machinery operators. This includes:

- constructing wide shoulders to provide a safe space for bicyclists, and agricultural machinery vehicles;
- removing visual barriers along rural roads, particularly near intersections, to improve the visibility of bicyclists; and
- coordinating with local jurisdictions and SJCOG to ensure multimodal connections are established and maintained between jurisdictions. (RDR/PSP)

TM-2.5 Reconstructed Rural Complete Streets

The County may require, based on community support and feasibility and the County's Bicycle Master Plan, reconstructed streets in rural areas to accommodate bicyclists and agricultural machinery, except where facility improvements are determined to be cost prohibitive. (RDR)

TM-2.6 Funding for Complete Streets

The County shall support efforts to fund transit agencies and improvements for public transit systems, bicycle and pedestrian routes, and other alternative modes of transportation. (PSP)

TM-2.7 New Development

The County shall require all new developments to provide their fair share of roadway facilities for alternative transportation modes to reduce automobile demand. (RDR)

TM-2.8 Private Complete Streets

The County shall encourage large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system. (RDR)

Roadways

San Joaquin County is served by an extensive roadway network of freeways, arterials, collectors, and local roads. These roadways provide access to the surrounding counties and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities. Planning for roadways near areas of new development can ensure that the roadway system maintains sufficient capacity and mobility. Policies in this section address improvements in the roadway system to facilitate the movement of people and goods on the highways and roads in San Joaquin County.

The focus of this goal section is to maintain and improve the quality of the County's roadways to efficiently move automobile and truck traffic within and through the County.

GOAL TM-3

To maintain a safe, efficient, and cost-effective roadway system for the movement of people and goods.

TM-3.1 Roadway Provision

The County shall maintain Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at an LOS D or better except for roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standards for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other non-CMP designated County roadways and intersections. The County shall also maintain the following:

- on State highways, LOS D or Caltrans standards whichever is stricter.
- within a city's sphere of influence, LOS D, or the city planned standards for that level of service.
- on Mountain House Gateways, as defined in the Master Plan, LOS D, on all other Mountain House roads, LOS C.

For State highways are designated as part of SJCOG's CMP, both the Caltrans and CMP LOS standards shall apply. Where roadways are designated as part of SJCOG's CMP, both the

County and CMP LOS standards shall apply. (RDR/PSP)

TM-3.2 Urban Roadways

The County shall require, where feasible, new development in Urban Communities to construct roadways to County standards and complete streets principles, including curb, gutter, and sidewalks. Bike lanes shall be required, where feasible, for improvements identified in the San Joaquin County Bicycle Master Plan. (RDR)

TM-3.3 Onsite Circulation Systems

The County shall require new development to design on-site circulation systems and parking facilities to minimize backup on County roadways. (RDR)

TM-3.4 Roadway Plan Coordination

The County shall coordinate roadway improvements with regional plans, such as the countywide Regional Transportation Plan and Regional Transportation Improvement Plan Program, the Congestion Management Program, and the Measure K Strategic Plan Funding Program. (PSP/IGC)

TM-3.5 Variations in Roadway Alignment

The County shall consider variations in the alignment of designated roadways to be in conformity with the General Plan if the alignment does not result in traffic safety problems or reductions in needed capacity; does not constrain the proper development of contiguous properties, and does not conflict with or preempt other General Plan-specified uses or facilities; or if the alignment is in conformance with an adopted special purpose plan or specific plan. (RDR/PSP)

TM-3.6 Right-of-Way Preservation

The County shall strive to preserve road rights-of-way necessary to implement the circulation system included in the General Plan using Special Purpose Plans or other means, where appropriate. (PSP)

TM-3.7 Frontage Standards

For developments that are located adjacent to a County roadway, the County shall require access onto County roads. (RDR)

TM-3.8 Level of Service Implementation

The County shall base the Level of Service for intersections and roadways on AM or PM peak-hour volumes. (RDR/PSP)

TM-3.9 Functional Classification

The County shall plan for a road system of adequate capacity and design to provide reasonable and safe access by vehicles with minimum delay. The road system shall be based on a functional classification and shall contain the types of roads outlined in Table TM-1 and Table TM-2. General alignments for Minor Arterials and higher classifications are shown on the General Plan Circulation Diagram. Table TM-2 presents standards and a description of each road. Roads carrying recreational traffic may require higher standards. (RDR/PSP)

TABLE TM-1 FUNCTIONAL CLASSIFICATION DESCRIPTIONS	
Classification	**Description**
Freeway	Designed as the primary facility for intercity and regional traffic
Expressway	Designed for high speed intercommunity traffic between important centers of activity or employment; may be a two-lane undivided roadway in rural areas or a multi-lane divided roadway in urban areas. Access in areas of development should be limited to freeways, arterials, and rural roads.
Principal Arterial	Designed: 1) as the highest type of road carrying local traffic within urban communities, providing access routes to shopping areas, places of employment, community centers, recreational areas, and other places of assembly and freeways; and 2) as a principal carrier of traffic between communities, providing access routes to places of employment, recreation areas, and freeways. Access should be limited to that from commercial and industrial areas and should generally be no closer together than one-quarter mile.
Minor Arterial	Designed as a secondary type of facility carrying local through traffic to areas similar to those served by Principal Arterials and feeding the Principal Arterials. Access should be limited to that from commercial, industrial, and multi-family properties.
Collector	Designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Collectors in San Joaquin County are divided into two categories: major collector and minor collector.
Local Residential	Designed to provide access to adjacent residential lots and to feed traffic to Collectors.
Local Commercial and Industrial	Designed to provide access to adjacent commercial and industrial properties and to feed to Minor Arterials.
Rural Residential	Designed to provide local access in rural residential areas.
Rural	Designed to provide access in agricultural areas.

TABLE TM-2

FUNCTIONAL CLASSIFICATION STANDARDS

Functional Classification		Right-of-Way[1]	Lanes	Access Control	Capacity (Vehicles/Day)	On-Street Parking
Freeway		225'	4 – 8	No intersections, fully controlled access	74,000 – 148,000	No
Expressway	Urban	110 – 202'	4 -6	Controlled intersections and access, may be grade separated	35,000 – 55,000	No
	Rural	84'	2			
Principal Arterial		110' – 136'	4 – 6	Partially controlled intersections and access; at grade	35,000 – 50,000	No
Minor Arterial		84' – 110'	4	Intersections at grade; partially controlled access	31,000	Yes
Collector		60'	2	Intersections at grade; driveway access	14,000	Yes
Local Residential		50'	2	Intersections at grade; frequent driveways	5,000	Yes
Local Commercial and Industrial		60'	2	Intersections at grade; driveway access	10,000	Discouraged
Rural Residential		50'	2	Intersections at grade; driveway access	5,000	Discouraged
Rural		50'	2	Intersections at grade; driveway access	28,000	Discouraged

Note: [1]Mountain House has different ROW standards which can be found in the Mountain House Master Plan, Table 9.6, Mountain House Road Classifications and standards, Page 9.20.

Figure TM-1 Placeholder

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Figure TM-2 Placeholder

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TM-3.10 Rural Road Traffic

The County should monitor the use of rural roads by commuters as bypass routes from gridlocked arterials to gather data for use in any future traffic studies or plans designed to reduce the traffic impact on the operation of agricultural machinery. (PSP/PSR)

TM-3.11 Rural Traffic Management Areas

The County shall mitigate excessive commuter diversion traffic through the development and adoption of rural traffic management plans. Where applicable, the County shall prepare a rural traffic management plan when public concerns are raised about excessive traffic or the County identifies issue areas, County Public Works Director confirms that a defined rural area is experiencing excessive commuter traffic due to diversion, and a survey of an area's property owners, with at least 33 percent responding, shows at least 50 percent are in support the preparation of a plan. (PSP)

TM-3.12 Development Rights-of-Way

The County shall require dedication and improvement of necessary on and off-site rights-of-way at the time of new development, in accordance with the County's Functional Classification, Standard Drawings, and Level of Service Standards. (RDR)

TM-3.13 HOV Lanes and Ramp Metering

The County shall coordinate with Caltrans to ensure installation of HOV lanes and ramp metering devices along congested commuter corridors, as identified by SJCOG's Northern San Joaquin Valley Regional Ramp Metering and HOV Master Plan, do not negatively impact County roads. (PSP/IGC)

TM-3.14 Reduced Parking Requirements

The County may reduce automobile parking area requirements for new developments in exchange for owner-supplied amenities or facilities (e.g., transit facilities, secure bicycle storage facilities) or in-lieu fee payments for public transit. (RDR)

Pedestrian and Bicycle Facilities

Bike and pedestrian facilities provide opportunities for travel as well as numerous recreational opportunities for County residents. Trails help promote healthy, active living and can reduce automobile dependence. Bicycle, and pedestrian facilities in the unincorporated areas of the County are generally discontinuous or non-existent due to insufficient funding and the rural nature of most of the County. The policies in this section support a variety of bikeway, sidewalk, and trail improvement projects aimed at creating walkable, bikeable neighborhoods and interconnecting communities throughout the County. The policies also reflect the rural character of the County by balancing the need for safe and adequate sidewalks and bike facilities with the desire to retain the small-town character of rural communities.

The focus of this goal section is to improve the pedestrian and bicycling opportunities for County residents and visitors and provide alternatives to the automobile.

GOAL TM-4

To maintain and expand a safe, continuous, and convenient bicycle system and pedestrian network.

TM-4.1 Pedestrian and Bicycle Network Continuity

The County shall strive to eliminate gaps in the rural bicycle network by constructing or designating new bike facilities, where appropriate, and in accordance with the San Joaquin County Bicycle Master Plan. (RDR/PSP/IGC)

TM-4.2 Speed Management Policies

The County shall strive to implement current CVC codes for uses as speed management policies that support driving speeds on all streets within Urban and Rural Communities and City Fringe Areas that are safe for pedestrians and bicyclists. (RDR)

TM-4.3 Bicycle Safety

The County shall support bicycle safety programs for children and commuters in the County. (PSP/IGC)

TM-4.4 Safe Pedestrian Crossings

The County shall continue to enhance pedestrian safety at intersections in Urban and Rural Communities and City Fringe Areas by providing safe, well-placed pedestrian crossings, bulb-outs that reduce crossing widths, and/or audio sound warnings, where applicable, warranted, and financially feasible. (PSP)

TM-4.5 Bicycle Storage

The County shall encourage bicycle storage facilities (i.e., bicycle racks, lockers) at all new major transportation terminals and employment centers consistent with Development Title, Section 9. (RDR)

TM-4.6 Bicycle Route System

The County shall encourage bicycle facilities and routes in unincorporated areas to interface with city bicycle routes and provide for inter- and intra-county bicycle circulation. (RDR/PSP/IGC)

TM-4.7 Bicycle Connectivity

The County shall support development of the bicycle system to connect residential areas with commercial areas, employment centers, educational facilities, local and regional recreational facilities, and other major attractions. (PSP)

TM-4.8 Bicycle Route Facilities (RDR)

The County shall ensure County roads planned as part of the regional bicycle route network are constructed to have adequate width. (RDR/PSP)

TM-4.9 Parking Facility Design

The County shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings. (RDR/PSP)

TM-4.10 Bicycle Master Plan

The County shall maintain the Bicycle Master Plan and implement it as funding is made available. (PSP)

TM-4.11 Pedestrian Planning

The County shall consider the safety and accessibility of pedestrians when producing transportation plans, studies, and reports. (PSP/PSR)

TM-4.12 Sidewalk Design

The County shall require that sidewalks in Urban Communities and City Fringe Areas be developed at sufficient width to accommodate pedestrians in accordance with the Americans with Disabilities Act. (RDR)

Public Transit

Effective public transit reduces traffic congestion, helps improve air quality, and provides essential services to youth, seniors, and persons with disabilities. Increasing the availability of public transit can also provide economic benefits to the County and its residents. The San Joaquin Regional Transit District, the transit provider for San Joaquin County, provides public transit services in the Stockton Metropolitan Area, as well as Intercity, Interregional, and rural transit services Countywide. Additionally, the County is served by municipal transit service providers in Tracy, Lodi, and Manteca as well as regional transit service providers based out of neighboring Solano, Calaveras, and Sacramento Counties. Given the number of regional and municipal transit agencies, service coordination continues to be a key challenge to providing seamless transit services.

The focus of this goal section is to improve the transit system to meet the varied transportation needs of County residents and serves as an alternative to automobile transit.

GOAL TM-5

To maintain a public transit system that meets the needs of all County residents while providing a convenient, reliable alternative to automobile travel.

TM-5.1 Transit for All

The County shall encourage a well-designed transit system that meets the transportation needs of San Joaquin County residents and visitors including seniors, the disabled, and transit-dependent persons. (PSP)

TM-5.2 Maintain Services

The County shall encourage transit providers to maintain services within the County that are timely, cost-effective, and responsive to growth patterns and enhance transit where feasible. (PSP/IGC)

TM-5.3 Variety of Transit Types

The County shall consider a variety of transit types including regional rail, bus rapid transit, regional and local buses, express buses, and neighborhood shuttles, to meet the needs of residents, workers, and visitors. (PSP)

TM-5.4 Alternative to the Automobile

The County shall promote public and private transit systems in addition to the automobile. (PSP)

TM-5.5 Access to Services

The County shall support the expansion of public transit service to provide County residents with access to commercial services (e.g., grocery stores) and other essential services, such as medical, social service, and personal business destinations. (PSP/IGC)

TM-5.6 Unmet Needs
The County shall encourage the San Joaquin Council of Governments and San Joaquin Regional Transit to identify unmet transit needs and collaborate with appropriate agencies and entities to serve those who have no other reasonable alternatives for transportation. (PSP/IGC)

TM-5.7 Intercity Bus Service
The County shall encourage the San Joaquin Regional Transit District and other regional bus service providers to support intercity bus service that connects all cities in San Joaquin County, as well as major passenger destinations, including airports and train stations. (PSP/IGC)

TM-5.8 Increased Rail Frequency
The County shall encourage increased passenger rail service (e.g., Amtrak, ACE) frequency to the County. (PSP/IGC)

TM-5.9 Commuter Transit Service
The County shall advocate commuter transit service (PSP/IGC)

TM-5.10 Multimodal Rail Stations
The County shall support the development of multi-modal rail stations in Stockton, Lodi, Manteca, and Tracy that include park and ride facilities, commuter bus service, express bus service, and/or cross-platform transfer capabilities. (PSP/IGC)

TM-5.11 Amtrak Service
The County shall support Amtrak stations in all cities of the County. (PSP/IGC)

TM-5.12 Higher Speed Rail
The County shall support the concept of developing passenger service along existing rail corridors to Sacramento and the Bay area to a capability of 79 miles-per-hour in the short term. In the longer term, the County supports upgrading rail service to a capability of 125 miles-per-hour along existing or new alignments. (PSP/IGC)

TM-5.13 High Speed Rail
The County shall coordinate with the California High Speed Rail Authority, cities, and other local agencies to locate High Speed Rail corridors in San Joaquin County in a manner that minimizes disruptions. (PSP/IGC)

TM-5.14 Rail Crossings
The County shall ensure all at-grade rail crossings with roads have appropriate safety equipment. (RDR/PSR)

Congestion Management and Transportation Control Measures

Coordinating the many forms of transportation that use San Joaquin County's transportation system is critical to achieving maximum road efficiency and minimizing costly road expansion or construction. Transportation Demand Management (TDM) programs are strategies designed to reduce the demand for the automobile as a mode of travel. By encouraging the use of alternative transportation modes or alternative types of commuting, the vehicle demand on the existing roadway system is managed or reduced and system efficiency is improved. TDM strategies can also help reduce the need for capacity-enhancing improvement projects on County roadways.

The focus of this goal section is to reduce single-occupant automobile use through a variety of cooperative efforts and infrastructure improvements.

GOAL TM-6

To maintain congestion management strategies to reduce single-occupant automobile use.

TM-6.1 Increase Vehicle Occupancy

The County shall work with a broad range of agencies (e.g., San Joaquin Council of Governments, San Joaquin Regional Transit, San Joaquin Valley Air Pollution Control District, Caltrans) to comply with stat laws that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods. (PSP/IGC)

TM-6.2 Regional Travel Demand Management Plan

The County shall encourage implementation of the current San Joaquin Council of Governments Regional Travel Demand Management Plan. (PSP/IGC)

TM-6.3 Transportation Demand Management

The County shall support efforts by the San Joaquin Council of Governments Commute Connections to facilitate implementation of the Federal Requirement established in Rule 9410 (eTRIP rule). (PSP/IGC)

TM-6.4 Park-and-Ride Facilities

The County shall support implementation of the San Joaquin Council of Governments Park and Ride Plan and collaborate with Caltrans to identify locations for future park-and-ride lots to facilitate more carpooling, vanpooling, and transit use. (PSP/IGC)

TM-6.5 Transportation Management Associations

The County shall encourage large commercial, retail, and residential developments to participate in or create Transportation Management Associations (i.e., a public/private partnership to address regional transportation issues). (RDR)

TM-6.6 Bicycle Facilities at Park-and-Ride Lots

The County shall encourage bicycling to park-and-ride lots through the provision of bicycle facilities such as bicycle parking. (RDR)

TM-6.7 Bicyclist Amenities

The County shall encourage new large employers to provide bicycle racks. (RDR)

Goods Movement

The movement of goods through the county, either via highway, rail, or air, is a key component of the economic vitality and growth of the region.

The policies in this section seek to support the efficient movement of goods through the County while reducing impacts on communities and sensitive land uses.

GOAL TM-7

To maintain an efficient transportation network to facilitate the movement of goods within and through the County.

TM-7.1 Efficient Goods Movement

The County shall encourage infrastructure improvements and the use of emerging technologies that facilitate the timely and efficient movement of goods the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes. (PSP)

TM-7.2 Critical Facilities Access
The County shall require new development to provide adequate access to facilities critical to goods movement, including railroad yards, intermodal facilities, the Port of Stockton, the Stockton Metropolitan Airport, and Interstate highways. (RDR)

TM-7.3 Goods Movement Connections
The County shall work with Caltrans, cities, and major shipping entities to improve and enhance the STAA Terminal Access routes and connections between and among goods movement modes and facilities (e.g., truck routs/terminals, railroads/yards, shipping lanes/ports, and air-transport/airports). This will include at a minimum adequate STAA Terminal "T" and "S" signage as appropriate. (RDR/PSP/IGC)

TM-7.4 Intermodal Freight Facilities
The County shall continue to encourage the modernization and expansion of intermodal freight facilities that support goods movement by rail and improve the efficiency of goods movement among various types of transport (e.g., truck to rail). (RDR/PSP)

TM-7.5 Mode Conflicts and Hazards
The County shall strive to minimize traffic conflicts among automobiles, trucks, and trains, and shall strive to ensure adequate safety measures are in place to protect residents from truck and rail hazards. (RDR/PSP)

TM-7.6 Surface Transportation Assistance Act
The County shall coordinate with Caltrans to identify appropriate truck routes consistent with the Surface Transportation Assistance Act (STAA) of 1982 and shall assist with future planning/programming of truck routes and signage within the County. (PSP/IGC)

TM-7.7 Truck Traffic Noise Minimization
The County shall seek to minimize noise and other impacts of truck traffic, deliveries, and staging in residential neighborhoods. (RDR)

TM-7.8 Short Line Rail Facilities
The County shall encourage State or Federal programs designed to expand short-haul rail lines within the County as a way of reducing the number of trucks on County roads. (PSP/IGC)

TM-7.9 Port of Stockton
The County shall encourage Port of Stockton efforts to maintain and enhance the deep water shipping channel and future facility expansion plans. (IGC)

TM-7.10 Stockton Metropolitan Airport
The County shall maintain Stockton Metropolitan Airport as an essential part of the County's goods movement system. (PSP)

Air Transportation

San Joaquin County's aviation system consists of six public-use airports plus multiple facilities that have restricted or private use. Airports in nearby counties also provide services to San Joaquin County residents. Agricultural producers, fire fighters, emergency medical, and private users all depend on aviation services in the County. Private aircraft also uses aviation facilities for commercial and recreational purposes. Airports in the County provide local access to the national aviation system, enabling the traveling public and freight and cargo movers to connect with airports in major metropolitan areas. Currently, the County's role in air transportation is limited to land use regulation through the General Plan and Zoning Ordinance. The County coordinates with the Airport Land Use Commission (ALUC), which makes recommendations to ensure orderly growth around the airport and protect

the safety of nearby residents. State and Federal agencies have primary jurisdiction over airport facilities and operations.

The policies in this section support and protect the continued use of airports by all users.

GOAL TM-8

To ensure that the air transportation system accommodates the growth of air commerce and general aviation needs within the parameters of compatible surrounding uses.

TM-8.1 Stockton Metropolitan Airport

The County shall develop the Stockton Metropolitan Airport with sufficient capacity to accommodate forecasted needs for commercial air facilities for the region. (RDR/PSP)

TM-8.2 Airport Promotion

The County shall promote Stockton Metropolitan Airport to the public and businesses for commute and long-distance passenger flights and for air cargo. (PSP)

TM-8.3 Public Access Airports

The County shall support the continued operation of public access airports to accommodate local aviation demand. (PSP)

TM-8.4 Efficient Ground Connections

The County shall promote efficient ground connections to its air transport facilities. (RDR/PSP)

TM-8.5 Compatible Land Uses

The County shall require that only compatible land uses be permitted near airports, in accordance with the Airport Land Use Plan. (RDR)

TM-8.6 Airport Operations

The County shall ensure that airport operations are protected from:

- projections of structures into navigable airspace;
- light and glare;
- emissions affecting visibility;
- interference with communications; and
- bird hazards, such as from ponds and landfills. (RDR)

Emerging Technologies and Services

Transportation is one of the sectors that contributes to greenhouse gas emissions (GHG) in San Joaquin County. Transportation-related GHG emissions represent approximately 62 percent of the total 2007 GHG emissions. Investing in alternative technologies can reduce the amount of GHG emissions in San Joaquin County and increase the health, safety, and happiness of San Joaquin residents.

The focus of this goal section is to support the development and installment of alternative fuel and electric transportation technologies.

GOAL TM-9

To use emerging transportation technologies and services to increase transportation system efficiency.

TM-9.1 Facilities for Emerging Technologies

The County shall support the development of alternative fueling stations (e.g., electric and hydrogen) for emerging technologies. (RDR/PSP)

TM-9.2 Use of Public Right-of-Way

The County shall encourage the use of parking lots of major employers, commercial shopping centers, and truck stops for alternative fueling stations (e.g., electric) for automobiles and goods movement trucks. (RDR/PSP)

Peak Hour Level of Service Criteria Example

Table 4-4. Local Arterial LOS Criteria (2010 HCM Planning Method)

K-Factor	D-Factor	Class I Highway - Level				Class I Highway - Rolling				Class II Highway - Rolling			
		LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E
0.09	50%	5,500	9,300	16,500	31,200	4,200	8,400	15,700	30,300	5,000	9,800	18,200	31,200
	55%	4,900	8,700	14,900	30,200	3,700	7,900	14,000	29,200	4,100	8,700	16,000	30,200
	60%	4,400	8,100	13,900	27,600	3,700	6,200	12,800	26,800	3,700	7,900	14,600	27,600
	65%	4,100	7,900	12,900	25,500	3,400	5,900	11,400	24,700	3,300	5,900	13,200	25,500
0.10	50%	5,000	8,400	14,800	28,000	3,800	7,600	14,200	27,200	4,400	8,800	16,300	28,000
	55%	4,400	7,900	13,400	27,100	3,300	7,100	12,600	26,300	3,700	7,900	14,400	27,100
	60%	4,000	7,300	12,500	24,900	3,300	5,600	11,500	24,100	3,300	7,100	13,100	24,900
	65%	3,700	7,100	11,600	23,000	3,000	5,300	10,300	22,300	3,000	5,300	11,900	2,300
0.12	50%	4,100	7,000	12,400	23,400	3,100	6,300	11,800	22,700	3,700	7,400	13,600	23,400
	55%	3,700	6,500	11,200	22,600	2,800	5,900	10,500	21,900	3,100	6,500	12,000	22,600
	60%	3,300	6,100	10,400	20,700	2,700	4,700	9,600	20,100	2,700	5,900	10,900	20,700
	65%	3,100	5,900	9,600	19,100	2,500	4,400	8,500	18,500	2,400	4,400	9,900	19,100
0.14	50%	3,500	6,000	10,600	20,000	2,700	5,400	10,100	19,400	3,200	6,300	11,700	20,000
	55%	3,100	5,600	9,600	19,400	2,400	5,100	9,000	18,800	2,600	5,600	10,300	19,400
	60%	2,800	5,200	8,900	17,700	2,300	4,000	8,200	17,200	2,300	5,100	9,400	17,700
	65%	2,600	5,100	8,200	16,400	2,100	3,800	7,300	15,900	2,100	3,800	8,500	16,400

K-Factor is the proportion of traffic occurring in the peak-hour for the study segment; D-Factor is the proportion of traffic occuring in the peak direction for the study segment.

Class I Highway - Level is a roadway on flat terrain on which motorists expect to travel at relatively high speeds. It can be a major intercity route, primary arterial connecting major traffic generators, daily commuter route, or primary link in state or national highway networks.

Class I Highway - Rolling is similar in use to Class I Level but motorists may need to travel at lower speeds than a Class I Level due to the horizontal or vertical changes in the terrain.

Class II Highway - Rolling is a highway on which motorists expected to travel at moderate speeds. It can be highway serving as access routes to Class I facilities, serving as scenic or recreational routes, or passing through rugged terrain.

Source: Highway Capacity Manual (HCM), Transportation Research Board, Washington, DC, 2010, Chapter 15 (Two-Lane Highways), Exhibit 15-30.

Table 4-4. Local Arterial LOS Criteria (2010 HCM Planning Method)

K-Factor	D-Factor	Two-Lane Streets				Four-Lane Streets				Six-Lane Streets			
		LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E
Posted Speed - 30 mi/h													
0.09	0.55	NA	5,900	15,400	19,900	NA	11,300	31,400	37,900	NA	16,300	46,400	54,300
	0.60	NA	5,400	14,100	18,300	NA	10,300	28,800	34,800	NA	15,000	42,500	49,800
0.10	0.55	NA	5,300	13,800	17,900	NA	10,100	28,200	34,100	NA	14,700	41,800	48,900
	0.60	NA	4,800	12,700	16,400	NA	9,300	25,900	31,300	NA	13,500	38,300	44,800
0.11	0.55	NA	4,800	12,600	16,300	NA	9,200	25,700	31,000	NA	13,400	38,000	44,500
	0.60	NA	4,400	11,500	14,900	NA	8,400	23,500	28,400	NA	12,200	34,800	40,800
Posted Speed - 45 mi/h													
0.09	0.55	NA	10,300	18600.0	19,900	NA	21,400	37,200	37,900	NA	31,900	54,000	54,300
	0.60	NA	9,400	17100.0	18,300	NA	19,600	34,100	34,800	NA	29,200	49,500	49,800
0.10	0.55	NA	9,300	16800.0	17,900	NA	19,300	33,500	34,100	NA	28,700	48,600	48,900
	0.60	NA	8,500	15400.0	16,400	NA	17,700	30,700	31,300	NA	26,300	44,500	44,800
0.11	0.55	NA	8,400	15300.0	16,300	NA	17,500	30,500	31,000	NA	26,100	44,200	44,500
	0.60	NA	7,700	14000.0	14,900	NA	16,100	27,900	28,400	NA	23,900	40,500	40,800

Notes: NA = not applicable; LOS cannot be achieved with the stated assumptions.
General assumptions include no roundabouts or all-way STOP-controlled intersections along the facility; coordinated, semi-actuated traffic signals; arrival type 4; 120-s cycle time; protected left-turn phases; 0.45 weighted average g/C ratio; exclusive left-turn lanes with adequate queue storage provided at traffic signals; no exclusive right-turn lanes provided; no restrictive median; 2-mi facility length; 10% of traffic turns left and 10% turns right at each traffic signal; peak hour factor = 0.92; and base saturation flow rate = 1,900 pc/h/ln.
Additional assumptions for 30-mi/h facilities: signal spacing = 1,050 ft and 20 access points/mi.
Additional assumptions for 45-mi/h facilities: signal spacing = 1,500 ft and 10 access points/mi.

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Infrastructure and Services

Introduction

This section provides the framework for decisions in San Joaquin County concerning public and private infrastructure, utilities, and services. Existing and planned development in the County is dependent on a complicated network of public facilities and services. The provision of infrastructure and services to residents and businesses in San Joaquin County are covered by a range of public and private institutions, organizations, and activities. Many services provided in the unincorporated County are provided by independent special districts, or in some cases, by private companies. Each type of facility and service has a unique set of challenges and must adapt to growth and change differently.

While the focus of this section is to ensure facilities and services meet the needs of all residents and businesses, the County's rural character and limited resources reduce the levels of community services that can be provided, compared to urban service levels. Aging water, wastewater, and drainage systems and increasing demand for flood control infrastructure require significant improvements. Stretched law enforcement, over-extended fire protection, and underfunded school facilities are also a major challenge. However, improvements in high capacity information communications infrastructure and low impact development techniques provide the County with the opportunity to stimulate economic growth and save money through cost-effective drainage systems.

The goals and policies in this section support the provision and maintenance of sufficient infrastructure and services in appropriate areas of the County and provide for their timely expansion. The goals and policies indicate where those facilities and services will be most beneficial to meet the needs of the County's communities, residents, and businesses. The element also includes policies, in coordination with the Public Health and Safety Element, for the provision of facilities and services to ensure the safety and welfare of residents and visitors and the protection of property.

Relationship to Other General Plan Elements

The goals and policies in the Infrastructure and Services section of the Community Development Element are interrelated with several of the goals and policies in the Natural and Cultural Resources Element, particularly as they relate to the County's management of water quality and Delta resources. Many of the policies in the Infrastructure and Services section of the Public Facilities and Services Element are supplemented by policies in the Transportation and Mobility section of the Public Facilities and Services Element in an effort to provide comprehensive solutions to multifaceted planning issues.

General Public Facilities and Services

San Joaquin County is responsible for providing many public services and facilities. There are several overarching strategies that are inherent to the provision of all types of public facilities and services, such as funding new services and maintaining existing infrastructure. Providing the necessary public facilities and services to meet the needs of existing and future residents and businesses is vital for a safe and prosperous County. The County must be responsive to meeting existing service needs, while also ensuring that new facilities are strategically located to maximize use and efficiency.

The focus of this goal section is to guide the overall provision of public facilities and services in the unincorporated areas of the County, ensuring that there is land available for new facilities, enough capacity to meet demand, and funding in place to construct and maintain facilities and services.

GOAL IS-1

To provide residents and businesses quality, cost-effective, and sustainable public facilities and services.

IS-1.1 Essential Facilities and Services

The County shall strive to ensure that adequate public facilities and services essential for public health and safety are provided to all County residents and businesses and maintained at acceptable service levels. Where public facilities and services are provided by other agencies, the County shall encourage similar service level goals. (RDR/PSP/IGC)

IS-1.2 Infrastructure Standards

The County shall require new developments that include improvements to existing infrastructure or new infrastructure to meet the requirements and standards of the County or other agencies providing services. (RDR/IGC)

IS-1.3 Facilities and Services Deficiencies

The County shall coordinate with other public facilities districts and agencies (e.g., special districts, community service districts) to identify and find solutions to key infrastructure deficiencies in the County. (IGC)

IS-1.4 Infrastructure Maintenance

The County shall work with agencies to maintain, improve, and replace public facilities as necessary to maintain adequate levels of service for existing and future development and reduce the need for new facilities. Where public facilities and services are provided by other agencies, the County shall encourage similar service level goals. (PSP/IGC)

IS-1.5 Infrastructure and Service Expansions

The County shall base the expansion of public facilities and services on current needs and planned or projected development patterns. (PSP)

IS-1.6 Efficient Infrastructure and Facilities

When performing maintenance, upgrading, or expanding infrastructure and facilities, the County shall use technologies that improve energy efficiency and conserve water, when feasible. (RDR/PSP)

IS-1.7 Infrastructure Improvement Limitations

The County shall limit infrastructure improvements in areas that are not planned for future development. (RDR/PSP)

IS-1.8 Infrastructure Financing, Design, and Construction

The County shall require new development to fund the initial financing, design, and construction of required infrastructure facilities. All financing (including operation and maintenance) and improvement plans shall be subject to County review and approval. (RDR)

IS-1.9 Maximize Use of Existing Facilities

The County shall require new development to be designed and sited to use existing facilities and services to the extent practical and to the extent that such a design and site choice would be consistent with good design principles. (RDR)

IS-1.10 Public Facility Security

The County shall site public facilities to minimize the potential vulnerability of the facilities to natural and human-made hazards and threats. (PSP)

IS-1.11 Adaptive Facilities and Services

The County shall monitor expected impacts of climate change on public facilities and services and make appropriate adaptive modifications and upgrades as needed. Where public facilities and services are provided by other agencies, the County shall assist with identifying impacts and solutions. (PSP)

IS-1.12 Easement and Rights-of-Way Protection

The County shall, in coordination with other agencies, ensure that new development does not encroach on existing public facility easements or on areas planned or needed for future rights-of-way (e.g., roadways, interchanges) and infrastructure. The County shall require, as necessary, offers of dedication for future easements. (RDR/IGC)

IS-1.13 Infrastructure Financing

The County shall approve new development only when financial mechanisms are in place to ensure that adopted County service standards are met and that long-term infrastructure and facility maintenance can be provided. (RDR)

IS-1.14 Equitable Infrastructure Financing

The County shall ensure that infrastructure and facility financing mechanisms for urban services are imposed equitably, and shall require the reimbursement from subsequent developments which benefit from the improved system. (RDR/PSP)

IS-1.15 Planning for Ultimate Improvement Needs

When necessary to ensure adequate infrastructure for an area planned for development, the County shall require system improvements beyond those necessary for a proposed new development. (RDR/PSP)

IS-1.16 Master Planned Facilities

The County shall require new development including single-parcel development, to provide necessary on-site and off-site infrastructure improvements. Proposed new developments that cannot be served by an existing service provider shall be required to fund preparation of a master plan or specific plan for the parcel and adjacent areas that includes:

- a large enough area and mix of uses to support self-sustaining infrastructure service systems;
- detailed infrastructure and service plan, financing, and maintenance plan; and
- approval by the Director of Public Works. (RDR)

IS-1.17 Maximize Resources

The County shall make maximum use of Federal, State, regional, local, and private resources to address local infrastructure and facility needs. (PSP/FB)

Utility Agency Coordination

Utility service providers are important to support the expansion of the County's economic base, serve new development, and maintain and increase infrastructure capacity. Utility infrastructure typically includes facilities that provide energy (e.g., electricity and natural gas lines) to residential, commercial, and institutional users.

The focus of this goal section is to ensure that public utility agencies can provide and maintain the infrastructure required for long-term service.

GOAL IS-2

To ensure appropriate public utility agencies are in place for the long-term maintenance of infrastructure and provision of services.

IS-2.1 Service Areas

The County shall seek to improve the provision of services to unincorporated areas by minimizing non-contiguous growth around cities and unincorporated communities and discouraging city annexations which leave irregular borders or "islands." The County shall support city and San Joaquin LAFCo efforts to eliminate irregular border areas and annex islands. (IGC)

IS-2.2 Limit Formation of Special Districts

The County shall support San Joaquin LAFCo policy to approve new special districts only when the formation of a new district will ensure efficient, long-term service to existing or new development. (IGC)

IS-2.3 Special District Consolidation

Where Special Districts can be consolidated or eliminated, the County shall support San Joaquin LAFCo decisions to provide more efficient, cost-effective services. (IGC)

IS-2.4 New County Service Areas

The County shall not create any new County Service Areas (CSA), except when approved by the Public Works Director, and shall, wherever feasible, eliminate or consolidate existing CSAs or convert them to another non-County public utility agency (e.g., Independent Special District, Community Service District, Mello-Roos Community Facilities District). (RDR/PSP)

IS-2.5 Existing County Service Areas

The County shall continue to work with residents and property owners in existing County Service Areas (CSA) to address existing deficiencies and improve long-term viability by encouraging residents, property owners, or new developments within a CSA to:

- Create a benefit assessment or a Mello-Roos Community Facilities District to fund on-going infrastructure maintenance and services;
- Expand or consolidate with other districts to provide a larger user base to fund infrastructure maintenance costs and upgrades;
- Merge into an adjacent existing Community Services District (CSD); or
- Reform into a Community Services District (CSD) responsible for financing, developing, and maintaining infrastructure and services. (PSP)

IS-2.6 New Development Requirements

The County shall require new development to provide water, sewer, storm water, and/or street lighting service(s), using one of the following methods, subject to County review and approval:

- Obtain a will-serve letter from an existing Special District, Community Service District, Mello-Roos Community Facilities District or other non-city public utility agency and obtain LAFCo approval for annexation or out-of-agency service;
- Obtain a will-serve letter from a city and obtain LAFCo approval for out-of-agency service;
- Fund the formation of a new Community Service District, Mello-Roos Community Facilities District or other non-County public utility agency that would perform ongoing maintenance.; or
- When approved by the Director of Public Works, fund the formation of a new County Service Area (CSA) that would provide ongoing maintenance services. (RDR)

IS-2.7 Service Agency Notification

The County shall notify the appropriate agencies (e.g., cities, special districts, school districts, emergency agencies) of new development applications within their service areas early in the review process to allow sufficient time to assess impacts on facilities and services. (RDR/IGC)

IS-2.8 Joint Use Facilities

The County shall encourage the joint use of public facilities (e.g., park and recreation uses in retention basins and schools) in order to improve efficiency and reduce public costs, as well as to encourage positive and healthy activity for residents of all ages in neighborhoods that may not have safe well-equipped nearby parks. The County shall encourage agreements for sharing costs and operational responsibilities among agencies. (PSP/IGC)

County Operations

California's counties provide a vast array of services and serve as a delivery channel for many State services, such as foster care, public health care, jails, and elections. Recently there has been greater emphasis on local governments, including counties, to use sustainability as an organizing principle to plan, carryout, and evaluate their operations, services, and activities. Driving this initiative are State mandates (e.g., AB 32) to reduce greenhouse gas emissions and plan for climate change impacts (Executive Order S-3-08). Efforts to promote sustainability in county operations include using Environmentally Preferable Purchasing (EPP) in procurement, reducing waste and increasing recycling, increasing energy efficiency, generating renewable energy, conserving water, and using more fuel efficient vehicles. There are additional benefits for the County when using more sustainable practices, including lower operating costs and improved employee health and productivity.

The County Administrative Officer is the appointed general administrator of San Joaquin County operations, facilities, and services. The County has several other officials that oversee agricultural programs, property assessments, elections, and tax collection. The focus of this goal section is to identify ways to incorporate sustainability, energy efficiency, and water conservation practices into County facilities, operations, and activities.

GOAL IS-3

To increase efficiency of County facilities, services, and operations to conserve resources and reduce greenhouse gas emissions.

IS-3.1 Efficient Operations

The County shall maintain County facility and operation standards in a manner that meets community needs, conserves resources, and reduces the County's contribution to greenhouse gas emissions. (SO)

IS-3.2 Sustainable Plans and Operations

The County shall integrate sustainability concepts, greenhouse gas reduction strategies, and climate change resiliency planning into County facility and service plans and operations. (PSP/SO)

IS-3.3 Energy Efficiency Retrofits

The County shall increase energy efficiency in older County buildings through energy efficiency and retrofits, renewable energy generation, and water conservation retrofits. (SO)

IS-3.4 New Energy Efficient Buildings

When building new facilities, the County shall achieve a high standard (e.g., equivalent to LEED® certification) of energy efficiency and water conservation, and employ renewable energy technologies. (SO)

IS-3.5 New Fleet and Equipment Purchases

The County shall purchase lower-emission and/or electric vehicles and energy efficient equipment when purchasing new fleet vehicles and maintenance/construction equipment. (SO)

IS-3.6 Clean Energy and Fuel Sources

The County shall use available clean energy and fuel sources where feasible to operate its buildings, vehicles, and maintenance/construction equipment. (SO)

IS-3.7 County Employee Actions

The County shall encourage its employees to reduce vehicle idling, reduce trips, establish efficient routing, and use public transportation, carpooling, and alternate modes of transportation when available to reduce energy consumption and costs. (SO)

IS-3.8 Purchasing Preferences

The County shall use Environmentally Preferable Purchasing (EPP), where feasible, when carrying out operations and activities, including giving preference to products that reduce or eliminate indirect greenhouse gas emissions and promote recycling. (SO)

IS-3.9 Contractor Preference

The County shall encourage contractors to use reduced emission equipment for County construction projects and contracts for services, as well as businesses which practice sustainable operations. (SO)

IS-3.10 County Recycling

The County shall expand opportunities for recycling at all County facilities, increase recycling and waste diversion by County employees, and use recycled materials and products where economically feasible. (SO)

Water Supply and Conservation

Water is a critical resource for residents, businesses, farms, and municipal institutions. The current and future supply of water is critical to the future health and well-being of San Joaquin County's economy and residents. While all cities

and most unincorporated areas of the County are served by water districts or municipal water systems, some County communities are not located within water districts or do not have water systems that provide water service. These communities must rely on private wells and groundwater. However, most water supply districts in San Joaquin County have been transitioning away from groundwater sources to surface water to reduce overdraft of groundwater. The following unincorporated communities are not served by a water district and rely on groundwater pumping: Banta, Stoneridge, Glenwood, Noble Acres, Collierville, Coopers Corner, and Peters.

Water is a valuable resource in the County and its sources must be appropriately planned and managed. Water supply throughout the County must be assessed, per State law, for proposed developments of a certain size to ensure that adequate water supplies are available to serve the proposed use. This assessment must be considered when determining whether or not to approve a new development. The focus of this goal section is to address water resource issues and water supply and reliability.

GOAL IS-4

To ensure reliable supplies of water for unincorporated areas to meet the needs of existing and future residents and businesses, while promoting water conservation and the use of sustainable water supply sources.

IS-4.1 Water Agency Support

The County shall support efforts of local water agencies, special district, and water conservation districts to ensure that adequate high-quality water supplies are available to support existing and future residents and businesses. (IGC)

IS-4.2 Interagency Cooperation

The County shall work with local water agencies to address existing and future water needs for the County. (IGC)

IS-4.3 Water Supply Availability

The County shall consider the availability of a long-term, reliable potable water supply as a primary factor in the planning of areas for new growth and development. (RDR/PSP)

IS-4.4 Water Rights Protection

The County shall support local water agencies in their efforts to protect their water rights and water supply contracts, including working with Federal and State water projects to protect local water rights. (IGC)

IS-4.5 Drought Response

The County shall encourage all local water agencies to develop and maintain drought contingency and emergency services plans, emergency inter-ties, mutual aid agreements, and related measures to ensure adequate water service during drought or other emergency water shortages. (PSP/IGC)

IS-4.6 Coordinate Efforts for Adequate Water Supply

The County shall support coordinated efforts to obtain adequate water supplies and develop water storage facilities to meet expected water demand. (PSP/IGC)

IS-4.7 Conjunctive Use

The County shall support conjunctive use of groundwater and surface water by local water agencies to improve water supply reliability. (PSP/IGC)

IS-4.8 Water Conservation Measures

The County shall require existing and new development to incorporate all feasible water conservation measures to reduce the need for water system improvements. (RDR)

IS-4.9 Groundwater Management

The County shall continue to support cooperative, regional groundwater management planning by local water agencies, water users, and other affected parties to ensure a sustainable, adequate, safe, and economically viable groundwater supply for existing and future uses within the County. (IGC)

IS-4.10 Groundwater Monitoring Program

The County shall continue to evaluate the quantity and quality of groundwater. (PSR/IGC)

IS-4.11 Integrated Regional Water Management

The County shall support and participate in the development, implementation, and update of an integrated regional water management plan. (PSP/IGC)

IS-4.12 Water Supply Planning

The County shall encourage local water agencies to develop plans for responding to droughts and the effects of global climate change, including contingency plans, water resource sharing to improve overall water supply reliability, and the allocation of water supply to priority users. (PSP/IGC)

IS-4.13 Water Quality Standards

The County shall require that water supplies serving new development meet State water quality standards. If necessary, the County shall require that water be treated to meet State standards and that a water quality monitoring program be in place prior to issuance of building permits. (RDR)

IS-4.14 Sufficient Water Supply Assessments

The County shall require new developments over 500 dwelling units in size to prepare a detailed water source sufficiency study and water supply analysis for use in preparing a Water Supply Assessment, consistent with any Integrated Regional Water Management Plan or similar water management plan. This shall include analyzing the effect of new development on the water supply of existing users. (RDR)

IS-4.15 Test Wells

Prior to issuing building permits for new development that will rely on groundwater, the County shall require confirmation for existing wells or test wells for new wells to ensure that water quality and quantity are adequate to meet the needs of existing, proposed, and planned future development. (RDR/PSR)

IS-4.16 Permit for Groundwater Export

The County shall continue to require a permit for the extraction of groundwater that is intended to be exported outside County boundaries. (RDR)

IS-4.17 Advocate Against Water Exports

The County shall advocate that water should not be exported to other areas of the state unless no other areas in San Joaquin County are impacted and the current and future needs of San Joaquin County can still be met. (PSP)

IS-4.18 Graywater and Rainwater Systems

The County shall encourage homeowners, businesses, and developers to install graywater systems and rainwater harvest systems, consistent with local and State guidelines, regulations, and standards, in order to reduce consumption of potable water. (RDR/PSP)

IS-4.19 Water Efficient Landscaping

The County shall encourage water efficient landscaping and use of native, drought-tolerant plants consistent with the Model Landscape Ordinance. (RDR)

IS-4.20 Water Efficient Agricultural Practices

The County shall encourage farmers to implement irrigation practices, where feasible and practical, to conserve water. (PSP)

Water Treatment and Delivery

Water and the methods used to treat and transport it are a basic necessity of residents, businesses, farms, and public institutions. Water treatment and delivery includes the infrastructure and processes of making water acceptable for drinking and other uses (e.g., industrial/medical processes) and then transferring it to the end-user. Water infrastructure typically includes canals, dams, wells, pipelines, and treatment plants.

Water delivery in San Joaquin County is provided by several agencies and projects including Federal, State, regional, and local water projects; special districts (e.g., irrigation, water, and water conservation); and private water systems. Irrigation and domestic water systems within San Joaquin County are operated and maintained by irrigation districts, water districts, and water conservation districts. The focus of this goal section is to address the treatment and delivery of water to residents, businesses, and other water users.

GOAL IS-5

To maintain an adequate level of service in the water systems serving unincorporated areas to meet the needs of existing and future residents and businesses, while improving water system efficiency.

IS-5.1 Adequate Water Treatment and Distribution Facilities

The County shall ensure, through the development review process, that adequate water, treatment and distribution facilities are sufficient to serve new development, and are scalable to meet capacity demands when needed. Such needs shall include capacities necessary to comply with water quality and public safety requirements. (RDR)

IS-5.2 Water System Standards

The County shall require the minimum standards for water system improvements provided in Table IS-1 for the approval of tentative maps and zone reclassifications. (RDR)

TABLE IS-1 WATER SYSTEM	
General Plan Area	**Minimum Requirements**
Urban Communities	Public water system. For areas designated Rural Residential or Warehouse Industrial, if parcels are two acres or greater in size, with no available public water system and no groundwater quality issues, private individual wells may be permitted.
Rural Communities	Public water system. If parcels are two acres or greater and no public water system exists, private individual wells may be permitted if there are no groundwater quality issues.
Freeway Service Areas Outside of Communities	Public water system serving at least each side of the freeway.
Industrial Areas Outside of Communities	Public water system serving the entire planned areas. Individual wells may be permitted in the Truck Terminals and Warehouse Industrial designation.
Commercial Recreational Areas	Public water system serving the entire planned area. If parcels are two acres or greater in size, with no available public water system and no groundwater quality issues, private individual wells may be permitted.
Agricultural Areas	Individual water wells if there are no groundwater quality issues.

IS-5.3 Water Service in Antiquated Subdivisions

The County shall require water service through a public water system prior to issuance of building permits for new residences on parcels less than two acres in antiquated subdivisions. Individual wells may be allowed if public water is not available and all well and sewage requirements can be met. (RDR)

IS-5.4 Water Infrastructure Fees

As a condition of approval for new developments, the County shall require verification of payment of fees imposed for water infrastructure capacity per the fee payment schedule from the appropriate local agency prior to the approval of any final subdivision map. (RDR)

IS-5.5 Water System Rehabilitation

The County shall encourage the rehabilitation of irrigation systems and other water delivery systems to reduce water losses and increase the efficient use and availability of water. (PSP)

IS-5.6 Consistent Fire Protection Standards for New Development

The County, in coordination with local water agencies and fire protection agencies, shall ensure consistent and adequate standards for fire flows and fire protection for new development. (RDR/IGC)

Wastewater Treatment and Disposal

Most of the sanitary sewer systems within the unincorporated areas of San Joaquin County serve individual small communities. Sanitary sewer service within the County is generally provided by special districts including community service districts, public utility districts, sanitary districts, and sewer maintenance districts. Many special districts that provide wastewater service cover small areas within the County. Some special district sewer systems are connected to cities, but are independently operated and serve smaller portions of the County. Some of the districts were created to serve planned development that never occurred and now only exist on paper.

Some agencies provide sewer collection service only, and contract with surrounding agencies for wastewater treatment and disposal. The major sewer district areas in San Joaquin County have their own sewer treatment facilities and they provide sewer services to large populated areas. Some of the unincorporated communities of San Joaquin County lack sanitary sewer infrastructure, and are serviced by individual or community septic systems.

The focus of this goal section is to address wastewater treatment and disposal requirements, treated water quality, and alternative treatment methods to ensure wastewater is treated to an acceptable level and disposed of safely.

GOAL IS-6

To ensure wastewater treatment facilities and septic systems are available and adequate to collect, treat, store, and safely dispose of wastewater.

IS-6.1 Wastewater System Maintenance and Expansion

The County shall encourage public wastewater system operators to maintain and expand their systems to meet the development needs of the County. (PSP/IGC)

IS-6.2 Reclaimed Water

The County shall encourage public wastewater system operations to upgrade existing wastewater treatment systems to produce reclaimed water suitable for reuse. (PSP/IGC)

IS-6.3 Adequate Wastewater Facilities

The County shall ensure through the development review process that wastewater collection, treatment, and disposal facilities are sufficient to serve existing and new development, and are scalable to meet capacity demands when needed. (RDR)

IS-6.4 Wastewater System Standards

The County shall require the minimum standards for wastewater system improvements provided in Table IS-2 for the approval of tentative maps and zone reclassifications. (RDR)

TABLE IS-2 WASTEWATER TREATMENT	
General Plan Area	**Minimum Standards**
Urban Communities	Public sewer system. Onsite wastewater treatment system may be permitted in Rural Residential areas, Commercial areas adjacent to Rural Residential areas, and in the Warehouse Industrial designation or zone, if General Plan policies and Development Title regulations are met.
Rural Communities	Onsite wastewater treatment system.
Freeway Service Areas Outside of Communities	Public sewer system for at least each side of the freeway.
Industrial Areas Outside of Communities	Public sewer system serving entire planned area. Individual commercial systems may be permitted in the Truck Terminals and Warehouse Industrial designations or zone, if General Plan policies and Development Title regulations are met.
Commercial Recreational Areas Outside of Communities	Public sewer system serving entire planned area. Onsite wastewater treatment system may be permitted if no public wastewater treatment system is available, General Plan policies and Development Title regulations are met, and the provisions for mandatory connection do not apply.
Agricultural Areas	Individual or commercial onsite wastewater treatment system

IS-6.5 Wastewater System Requirements

For land uses required to be served by public wastewater treatment systems, new development shall be served by an existing public wastewater treatment agency or by a new public utility service agency if no public agency is empowered to provide wastewater treatment services. For land uses not requiring public wastewater treatment systems, the County may allow private wastewater systems or septic systems if the County Environmental Health Director determines that the systems meet the State Water Resources Control Board Onsite Wastewater Treatment Systems Policy and the approved Local Agency Management Plan. (RDR)

IS-6.6 Wastewater Treatment System Standards

The County shall require that the development, operation and maintenance of wastewater treatment systems meet the requirements and standards of the wastewater treatment agency and the County, including the requirements and standards of the County Environmental Health Department. (RDR)

IS-6.7 Wastewater Treatment Facilities within the Delta

The County shall not allow wastewater treatment and disposal facilities, including storage ponds and effluent/sludge disposal areas, serving uses outside of the Delta Primary Zone (as defined by Public Resources Code Section 29728) to be located within the Delta Primary Zone. (RDR)

IS-6.8 Urban Community Expansion

The County shall limit the expansion of urban communities to those where existing community wastewater treatment systems have or will be upgraded to have sufficient capacity or where new systems will be constructed to meet existing and future demand. (RDR)

IS-6.9 Wastewater Facility Infrastructure Fees

As a condition of approval for new developments, the County shall have verification of payment of fees imposed for wastewater infrastructure capacity per the fee payment schedule from the local wastewater agency. (RDR)

IS-6.10 Alternative Rural Wastewater Systems

For single, stand-alone residences, the County shall support the use of alternative onsite rural wastewater treatment systems that meet the State Water Resources Control Board Onsite Wastewater Treatment Systems Policy and the approved Local Agency Management Plan. (RDR/MPSP/PSR)

Stormwater Drainage

Stormwater drainage facilities prevent rain water from pooling or otherwise inundating areas with localized flooding. These drainage systems typically include a combination of constructed facilities (e.g., gutters, pipes, ditches, canals) and natural features (e.g., swales) that capture runoff from impervious surfaces (e.g., paved streets, parking lots, sidewalks, and roofs) and then redirect it to a stream, river, or holding basin.

Runoff water often comes from areas with pollutants, such as roads, parking lots, and driveways that have residue from gasoline, motor oil, trash, and gardens and lawns that have high concentrations of fertilizers. These pollutants can become concentrated as they move through a drainage system and impact water resources and natural habitat areas. As a result, water quality controls are a major concern for stormwater drainage. A preferred method to decrease stormwater runoff volumes and improve water quality is the use of Low Impact Development (LID) techniques. The purpose of LID is to reduce impervious surfaces and provide more opportunities for runoff to soak into the ground onsite or to unlined ditches and swales or to be used for irrigation and other uses. LID techniques rely on soils and hardy plants to cleanse pollutants from runoff water and restore groundwater levels.

GOAL IS-7

To manage stormwater from existing and future development using methods that reduce potential flooding, maintain natural water quality, enhance percolation for groundwater recharge, and provide opportunities for reuse.

IS-7.1 Adequate Stormwater Facilities

The County shall require that stormwater drainage facilities are properly designed, sited, constructed, and maintained to efficiently capture and dispose of runoff and minimize impacts to water quality. (RDR)

IS-7.2 Stormwater Drainage System Standards

The County shall require the minimum standards for stormwater drainage system improvements provided in Table IS-3 for the approval of tentative maps and zone reclassifications. (RDR)

TABLE IS-3
STORMWATER DRAINAGE SUPPLY

General Plan Area	Minimum Standards
Urban Communities	Public drainage system, with terminal drainage unless a Master Drainage/Special Purpose Plan permits retention ponds. On-site drainage may be permitted in Rural Residential and Warehouse Industrial designations if parcels are two acres or greater in size.
Rural Communities	Public drainage system. On-site drainage may be permitted if parcels are two acres or more.
Freeway Service Areas Outside of Communities	Public drainage system serving at least each side of the freeway.
Industrial Areas Outside of Communities	Public drainage system serving the entire planned area. On-site drainage may be permitted in the Truck Terminals and Warehouse Industrial designation.
Commercial Recreation Areas Outside of Communities	Public drainage system serving the entire planned area. On-site drainage may be permitted if parcels are two acres or greater in size.
Agricultural Areas	On-site drainage.

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POLICY DOCUMENT PART 3

Goals and Policies

3.3 PUBLIC HEALTH AND SAFETY ELEMENT

The County has responsibility to plan for a safe environment in which the public is reasonably protected from risks to life, health, and property. The provision of a responsive public health and safety system is critical to the County's future and the welfare of its residents. Development in unstable or hazard-prone areas (e.g., flood plains, slopes, etc.) will be limited to low-intensity uses. Law enforcement and fire services throughout the County will be expanded to serve growing communities, while noise-sensitive land uses will be sited to avoid major noise generators, such as railroads, roadways, airports, and industrialized portions of the County. The goals and policies in this Element are formulated to prepare for, prevent, and respond to potential hazards; however, it is unrealistic to create a completely hazard-free environment.

GUIDING PRINCIPLES

Health and Safety

- Minimize risks from major floods and fire hazards.
- Ensure the continued maintenance and enhancement of flood control infrastructure (i.e., levees).

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Public Health and Safety

Introduction

San Joaquin County is a relatively safe and healthy place to live. However, like all places in California, the County is subject to a variety of potential health and safety hazards. Some hazards, such as earthquakes and floods, are a result of the natural environment. Flooding is the most likely natural hazard to occur in the County as, according to FEMA, much of the western County lies within a High Risk Area. Other health and safety issues, such as air quality, airport hazards, crime, and hazardous materials, are caused by human activities. Air quality in San Joaquin County is among the poorest in the state, annually exceeding Federal and State standards. Additionally, the County has experienced significant increases in locally-reported crimes and local crime rates compared to statewide trends. One of the primary functions of San Joaquin County is to anticipate these issues and identify ways to protect people from potential dangers.

This section provides guidance for how to protect County residents, workers, visitors, and properties from unreasonable risks associated with natural and manmade hazards. One of the main strategies used by the County to maintain safety is to require distance between known hazards and places where people live, work, and congregate. In addition, the County also identifies ways to respond to disasters in an efficient and effective manner should they occur.

Relationship to Other General Plan Elements

The goals and policies of this section overlap with those of some other sections of the General Plan. Safety issues are considered in the designation of land uses in the Land Use section of the Community Development Element. The provision of public services has some bearing on the hazards related to fire and crime prevention. Many environmental hazards, such as water

quality and flooding hazards, are closely related to environmental resources policies in the Natural and Cultural Resources Element. Hazardous materials can directly and indirectly affect such environmental resources as air, water, and wildlife. Lastly, the policies contained in the Transportation and Mobility section of the Community Development Element are intimately linked to the ability of the community to respond to an emergency. Many of the policies in this section are supplemented by policies in other Elements in an effort to provide comprehensive solutions to multifaceted planning issues.

Emergency Preparedness

Emergency preparedness refers to the coordinated efforts by the County and other agencies to prevent, prepare for, respond to, recover from, and mitigate natural and manmade disasters and emergencies. The San Joaquin Office of Emergency Services provides emergency management services for the County in cooperation with local law enforcement, fire and emergency medical services, State and Federal agencies, utility providers, private industry, and volunteer groups.

Preparing for and adapting to the potential impacts of climate change is a relatively new area of focus for emergency preparedness planning. The County must prepare for potentially warmer and more extreme temperatures, decreased water supply, drought, flooding, increasing energy demand, and declining public health. Over the next century the County and its residents and businesses may have to adapt to changing conditions by modifying farming practices, improving flood protection, identifying new water sources, conserving water and energy, expanding emergency services, and modifying development patterns. San Joaquin County can take measures to ensure the County is prepared to cope with the impacts of climate change. Strengthening infrastructure will allow the County to better manage extreme weather events, flooding, and increasing energy demand.

The focus of this goal section is to maintain a system for coordinated and efficient emergency response in case of natural or manmade disasters and to protect the County from the potential effects of climate change.

GOAL PHS-1

To maintain a level of disaster preparedness necessary for the protection of public and private property, and the health, safety, and welfare of people living and working in San Joaquin County.

PHS-1.1 Effective Emergency Response

The County shall maintain adequate facilities equipment and staffing to respond effectively to emergencies. (PSP/SO)

PHS-1.2 Initiate Recovery Operations

Following a major disaster, the County shall strive to ensure that the population is protected and that recovery operations are initiated. (PSP/SO)

PHS-1.3 Emergency Operations Plans

The County shall maintain and implement the following emergency and hazard mitigation plans to provide emergency planning, mitigation, response, and recovery activities to the community:

- Emergency Operations Plan,
- Mountain House Community Emergency Operations Plan,
- Multi-Hazard Functional Plan,
- Local Hazard Mitigation Plan, and
- Flood Safety Plan and Contingency Mapping. (PSP/SO)

PHS-1.4 Emergency Preparedness Exercises

The County shall coordinate with local and regional agencies to conduct emergency and disaster preparedness exercises to test operational and emergency plans. (IGC)

PHS-1.5 Promote Individual Readiness

The County shall support educational programs that promote disaster preparedness protocols and procedures; disaster risk reduction; and individual readiness and self-sufficiency in emergencies. (IGC/PI)

PHS-1.6 Delta Primary Zone
The County shall ensure the compatibility of permitted land use activities within the Delta Primary Zone with applicable emergency preparedness policies of the Land Use and Resource Management Plan of the Delta Protection Commission. (RDR/IGC)

PHS-1.7 Emergency Response Facilities Location
The County shall ensure that emergency response facilities and other critical facilities (e.g., hospitals, health care facilities, emergency shelters, Sheriff substations, fire stations) are located to avoid hazardous areas (see Seismic and Geologic and Flood Hazards), and designed to remain functional following a major disaster. (RDR/PSP)

PHS-1.8 Emergency Operations Center
The County shall continue to maintain the Emergency Operations Center (EOC) as the single point for centralized management and coordination of emergency response and recovery operations during a disaster or emergency. (SO)

PHS-1.9 Inter-jurisdictional Coordination
The County shall continue to participate in the Multi-Agency Coordination System (MACS) to ensure enhanced inter-jurisdictional coordination during disasters. (IGC)

PHS-1.10 Emergency Vehicles Access
The County shall require all new developments to provide, and existing developments to maintain, adequate primary and alternative access for emergency vehicles. (RDR)

PHS-1.11 Climate Change Monitoring and Adaptation
The County shall develop and implement a program to monitor the impacts of climate change and use adaptive management to develop new strategies and modify existing strategies to respond to the impacts of climate change. (PSP)

PHS-1.12 Interagency Coordination
The County shall coordinate with cities, regional, State, and Federal agencies and organizations to develop a comprehensive approach to planning for climate change. (PSP/IGC)

PHS-1.13 Public Awareness of Climate Change
The County shall support public awareness of water conservation measures, agricultural changes, storm and flood preparedness, wildfire fire protection, air quality effects, extreme weather events, heat and human health, and disease prevention to help prepare for the potential impacts of climate change. (PI)

Flood Hazards

Flooding is the most likely natural hazard to occur in the County. According to FEMA most of the western County lies within a High Risk Area. Flood risks from waterways and the Delta threaten the safety of residents and the economic health of the County. Historically, the County has sustained and recovered from major floods. The cumulative impacts of these flooding events, combined with a growing recognition of flood risks, have strengthened community resolve to improve and maintain local flood control systems. Levees within San Joaquin County provide both flood protection and necessary movement of water through the Delta to the Bay Area and Southern California, and their integrity is essential with respect to water supply, ecosystem restoration, and flood protection.

California Government Code Section 65302.9(a)(1)(A) requires cities and counties in California's Sacramento-San Joaquin Valley to incorporate into their General Plans locations of the State Plan of Flood Control (SPFC) facilities and the locations of the real property protected by these facilities. This information is provided in the 2012 Central Valley Flood Protection Plan (CVFPP) developed by the California Department of Water Resources. The CVFPP, as it may be amended or updated from time to time, is incorporated herein by reference.

Additionally, as required by California Government Code Section 65302.9(a)(1)(B), the effective Flood Insurance Rate Maps issued by the Federal Emergency Management Agency for the unincorporated areas of San Joaquin County are incorporated herein by reference.

The focus of this section is to address the flood hazard by maintaining and improving the flood protection infrastructure, requiring all new developments provide a minimum of flood protection, and by continuing emergency response efforts.

GOAL PHS-2

To protect people and property from flood hazards.

PHS-2.1 Restrict Uses in Designated Floodways

The County shall restrict uses in designated floodways except those that do not adversely affect flood elevations or velocities, and are tolerant of occasional flooding in accordance with the County's Floodplain Management Ordinance. (RDR/PSP)

PHS-2.2 Primary Purpose of Levees

The County shall ensure that the primary use and purpose of levees is flood protection. The County shall only allow other uses of levees if they are compatible with the primary purpose of the levee and do not reduce the flood protection integrity, provided such uses are in compliance with State and Federal regulations. (RDR)

PHS-2.3 Evaluation of Flood Protection for New Development

The County shall require evaluation of potential flood hazards prior to approval of new development projects to determine whether the proposed development is reasonably safe from flooding, and shall approve such development consistent with applicable State and Federal laws. (PSP)

PHS-2.4 Flood Protection for Existing Development

The County shall investigate and implement, when feasible, mitigation measures that offer protection for existing development within flood prone areas, and shall strive to achieve 200-year level of flood protection for urban areas, and 100-year level protection for non-urban areas, where feasible. (PSP)

PHS-2.5 Planned Land Use
The County shall update, as necessary, the Land Use Element to reflect current floodplain mapping data. (PSP)

PHS-2.6 Use Best Available Information
The County should consider the best available flood hazard information and mapping from regional, State, and Federal agencies, and use this information to inform land use and public facilities investment decisions. (PI)

PHS-2.7 Preservation of Floodway and Floodplains
The County shall preserve floodways and floodplains for non-urban uses in an effort to maintain existing flood carrying capacities, except that development may be allowed in floodplains with mitigation measures that are in conformance with the County's floodplain management ordinance. (RDR)

PHS-2.8 Levee Setbacks and Easements for New Development
The County shall require setbacks and easements for access to levees and channels, where feasible, from new development. On County-owned land, the County shall also provide unobstructed access, where feasible, to levees for maintenance and flood fighting purposes. (RDR)

PHS-2.9 Dedication of Levee Footprint
The County shall require new development adjacent to an existing or planned levee to dedicate the levee footprint and necessary setback areas in a manner acceptable to the appropriate levee maintaining agency and in compliance with federal and state standards. (RDR)

PHS-2.10 Levee and Channel Maintenance
The County's Flood Control District shall prioritize levee and channel maintenance to ensure the most efficient use of available funding to reduce flood risk, and shall encourage reclamation districts and other levee maintaining agencies to employ similar practices. (RDR)

PHS-2.11 Delta Emergency Flood Response
The County shall continue to work with the Delta Working Group to improve local emergency preparedness and response within the Delta. (IGC)

PHS-2.12 Permits for Levee Encroachments
The County shall require applicants to obtain appropriate permits for any project that falls within the jurisdiction of other local, State and Federal agencies. (RDR)

PHS-2.13 Multi-Purpose Flood Control Projects
The County shall encourage multi-purpose flood control projects, to the extent feasible, that incorporate recreation, resource conservation, and preservation of natural riparian habitat and scenic values of the County's waterways, creeks, and lakes. (PSP)

PHS-2.14 Climate Change Impacts to Flood Control Facilities
The County shall coordinate with local, regional, State, and Federal agencies to define existing and potential flood problem areas associated with expected impacts from climate change and develop strategies to improve and maintain flood control facilities accordingly. (IGC/PSR)

PHS-2.15 Seismic Impacts to Flood Control Facilities

The County shall comply with state and federal requirements to improve and maintain flood control facilities to withstand seismic and geologic impacts. (PSP)

PHS-2.16 Establish Cooperative Working Relationships

The County shall strive to establish and maintain cooperative working relationships among local, regional, State, and Federal agencies with responsibility for flood management to help minimize flood hazards and improve safety. (IGC)

PHS-2.17 Levee Compliance

The County shall support the efforts of levee owners and local, regional, State, and Federal agencies to design and reconstruct levees that do not meet adopted State and/or Federal flood protection standards to bring them into compliance. (IGC)

PHS-2.18 Collaborate to Develop Funding Mechanisms

The County shall collaborate with State and local flood management agencies and other interested parties to develop funding mechanisms to finance local share of flood management responsibilities. (IGC)

PHS-2.19 Countywide Dam Failure and Flood Plans

The County shall maintain and implement the following emergency management plans for the safe evacuation of people from areas subject to inundation from levee and dam failure:

- San Joaquin County Flood Evacuation Plan, and
- Dam Failure Plan. (RDR/PSP)

PHS-2.20 Flood Evacuation Maps

The County shall continue maintain and make available to the public, as appropriate, community flood evacuation maps. (PI)

PHS-2.21 Public Information Programs

The County shall continue to inform the public about the specific risks of living in flood prone areas and provide residents instructional information on how to take steps to reduce their exposure to flood damages. (PI)

PHS-2.22 National Flood Insurance Program

The County shall continue to participate in the National Flood Insurance Program, including:

- maintaining at least the minimum National Flood Insurance Program requirements, and adopt more stringent standards to further promote sound flood plain management when appropriate;
- promoting the purchase of flood insurance;
- undertaking outreach campaigns to inform the public of the risk of flooding; and
- coordinating with Federal, State, and local agencies on efforts to enhance the effectiveness of the implementation of the National Flood Insurance Program. (RDR/PSP/PI/IGC)

PHS-2.23 Flood Mapping Information Program

The County shall continue to provide the public with information related to Federal Emergency Management Agency floodplain and Flood Insurance Rate Maps. (PI)

Seismic and Geologic Hazards

Geologic and seismic hazards pose a risk of harm to people and damage to property. The geology of San Joaquin County is comprised of high organic alluvium, which is susceptible to

earthquake movement. In addition, the western area of the County is underlain by a significant number of Quaternary (current period of geologic time) thrust faults and lateral faults, or is adjacent to such faults west of the County. This increases the likelihood of structural failures due to associated potential earthquake shaking and movement. There is a high probability of a large magnitude earthquake in northern California before 2036. The levee system that exists throughout the County is not designed or constructed to withstand maximum seismic events. Subsidence is also a serious threat to infrastructure, communities, and to California's water supply.

The focus of this goal section is to minimize the risk of damage from geologic and seismic hazards.

GOAL PHS-3

To protect life and property from seismic and geologic hazards.

PHS-3.1 Consider Geologic Hazards for New Development

The County shall consider the risk to human safety and property from seismic and geologic hazards in designating the location and intensity for new development and the conditions under which that development may occur. (RDR/PSP)

PHS-3.2 Location of Sensitive Land Uses

The County shall not approve any of the following land uses if they are located within one-eighth of a mile of any active fault or on soil that is highly susceptible to liquefaction: facilities necessary for emergency services; major utility lines and facilities; manufacturing plants using or storing hazardous materials; high occupancy structures, such as multifamily residences and large public assembly facilities; and facilities housing dependent populations, such as prisons, schools, and convalescent centers. (RDR)

PHS-3.3 Emergency Service Facilities

The County shall require emergency service facilities to be capable of withstanding earthquakes per the California Building Code, Chapter 16, Volume 2, and remain operational to provide emergency response. (RDR)

PHS-3.4 Liquefaction Studies

The County shall require proposals for new development in areas determined by the County to have high liquefaction potential to include detailed site-specific liquefaction studies. (RDR/PSR)

PHS-3.5 Subsidence or Liquefaction

The County shall require that all proposed structures, utilities, or public facilities within County-recognized areas of near-surface subsidence or liquefaction be located and constructed in a manner that minimizes or eliminates potential damage. (RDR)

PHS-3.6 Subsidence in the Delta

The County shall promote regional and local efforts to reduce subsidence in the Delta. (PSP)

PHS-3.7 Erosion Control

The County shall encourage the planting of vegetation to decrease loss of soil by erosion. (RDR/PSR)

PHS-3.8 Soil Conservation and Restoration

The County shall support soil conservation and restoration efforts of the U. S. Soil Conservation Service and the Resource Conservation Districts. (IGC)

Fire Hazards

Urban and wildland fire hazards in San Joaquin County create the potential for injury, loss of life, and property damage. Fire hazards include wildland fires, peat fires, chemical fires, flammable liquid storage fires, structural fires, and fires that result from transportation (vehicle)

accidents. Four San Joaquin County communities (Bellota, Clements, Linden, and Lockeford) are identified as Communities at Risk for wildland fire due to their location near areas susceptible to potential wildfires. Proper land use planning and investment in fire protection resources in both urban and non-urban areas are key steps to reducing the potentially devastating effects of wildland fires, thereby safeguarding the people and property of San Joaquin County.

The focus of this goal section is to address ways for protecting people and property from the catastrophic effects of natural and human-caused fire.

GOAL PHS-4

To minimize the risk of wildland and urban fire hazards.

PHS-4.1 Community Wildfire Protection Plan

The County shall maintain and implement the Community Wildfire Protection Plan as a mechanism for community input and identification of areas with high fire hazard risk. (PSP)

PHS-4.2 Residential Densities in High Hazard Areas

The County shall restrict development to rural residential densities or lower and require on-site fire suppression measures in areas with high or extreme wildfire hazards. (RDR/PSP)

PHS-4.3 Fire Prevention Measures.

The County shall implement State recommendations for fire prevention in Fire Hazard Severity Zones and require new and/or existing development to provide clearance around structures, use fire-resistant ground cover, build with fire-resistant roofing materials, participate in fuel load reduction, and take other appropriate measures. (RDR/PSP)

PHS-4.4 Clear Zones

The County shall require clear zones and regular weed abatement around residential structures in high fire hazard areas and assist property owners in identifying how clear zones should be maintained. (RDR)

PHS-4.5 Vegetation and Fuel Management

The County shall require new development in high fire-hazard areas to have fire-resistant vegetation, cleared fire breaks separating communities or clusters of structures from native vegetation, or a long-term comprehensive vegetation and fuel management program consistent with State codes 4290 and 4291 for wildland fire interface and vegetation management. (RDR/PSP)

PHS-4.6 Fire Protection Coordination

The County shall encourage well-organized and efficient coordination among fire agencies, CalFire, and the County. (IGC)

Air Quality

Good air quality is an important natural resource that influences public health and welfare, the economy, and quality of life. When air pollution diminishes air quality, it can impair normal functioning of the lungs in healthy people, as well as those with respiratory problems. Children and the elderly are most at risk from exposure to air pollution. The San Joaquin Valley Air Pollution Control District, the lead air quality regulatory agency for San Joaquin County, has jurisdiction over all point and area sources (except for mobile sources, consumer products, and pesticides). The air quality in the San Joaquin Valley is among the poorest in the state. The San Joaquin Valley Air Basin is currently in severe non-attainment for the State one-hour ozone standard and extreme non-attainment for the Federal eight-hour ozone standard, along with non-

attainment of State PM10 and Federal PM2.5 standards.

The focus of this goal section is to improve local and regional air quality through best management practices.

GOAL PHS-5

To protect public health, agricultural crops, scenic resources, and the built and natural environments from air pollution.

PHS-5.1 Air Quality Monitoring

The County shall participate in programs to monitor harmful air contaminants to determine their impacts. (PSP/PSR)

PHS-5.2 San Joaquin Valley Air Pollution Control District Coordination

The County shall coordinate with the San Joaquin Valley Air Pollution Control District (SJVAPCD) during the review of new development projects which have the potential for causing adverse air quality impacts. (RDR/IGC)

PHS-5.3 Cross-Jurisdictional Air Quality Issues

The County shall coordinate with neighboring jurisdictions and affected agencies to address cross-jurisdictional and regional transportation and air quality issues. (IGC)

PHS-5.4 Innovative Mitigation Measures

The County shall encourage innovative mitigation measures and project redesign to reduce air quality impacts by coordinating with the SJVAPCD, project applicants, and other interested parties. (RDR)

PHS-5.5 Air District Best Performance Standards

The County shall consider the Best Performance Standards adopted by SJVAPCD during the review of new development proposals. (RDR)

PHS-5.6 Toxic Air Contaminants

The County shall require effective buffers between residential areas and other sensitive receptors and non-residential land uses, such as highways, trucking centers, gasoline dispensing facilities, and dry cleaners, that generate toxic air contaminants. (RDR)

PHS-5.7 TAC Exposure Reduction Measures for New Development

The County shall require new development projects to implement all applicable best management practices that will reduce exposure of sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to toxic air contaminants. (TAC)

PHS-5.8 Minimize Motor Vehicle Emissions

The County shall strive to minimize motor vehicle emissions through land use and transportation strategies, as well as by promotion of alternative fuels. (PSP)

PHS-5.9 Particulate Emissions from Construction

The County shall support SJVAPCD efforts to reduce PM_{10} and $PM_{2.5}$ emissions from construction, grading, excavation, and demolition to the maximum extent feasible and consistent with State and Federal regulations. (RDR/IGC)

PHS-5.10 Particulate Emissions from County Roads

The County shall require PM_{10} and $PM_{2.5}$ emission reductions on County-maintained roads to the maximum extent feasible and consistent with State and Federal regulations. (RDR)

PHS-5.11 Paving Materials

The County shall require all access roads, driveways, and parking areas serving new commercial and industrial development to be constructed with materials that minimize particulate emissions and are appropriate to the scale and intensity of use. (RDR)

PHS-5.12 Agricultural Best Management Practices

The County shall encourage agricultural operations to incorporate Best Management Practices, such as: paving roads; screening cropland with windbreaks; limiting tilling, grading, and pesticide use on high-wind days; and changing harvesting equipment to minimize air quality hazards from pesticides and reduce PM_{10} and $PM_{2.5}$ emissions consistent with State and Federal regulations. (RDR/PSP)

PHS-5.13 Industrial Best Management Practices

The County shall require industrial facilities to incorporate economically feasible Best Management Practices and control technology to reduce PM_{10} and $PM_{2.5}$ emissions consistent with State and Federal regulations. (RDR)

PHS-5.14 Energy Consumption Reduction

The County shall encourage new development to incorporate green building practices and reduce air quality impacts from energy consumption. (RDR)

Greenhouse Gas Reductions

Greenhouse gases (GHG) are emitted in a variety of sectors, including transportation, electricity, industry, commercial and residential, agriculture, recycling and waste, and high global warming potential sources like refrigerants, chlorofluorocarbons, and electrical insulation. Therefore, the implementation of land use decisions and development projects can affect the generation of GHG emissions from multiple sectors. Development projects can result in direct or indirect GHG emissions that would occur on- or off-site. Legislation already in effect will achieve statewide reductions of GHG emissions associated with electricity production, industry, VMT, and motor vehicles. The ability to influence land use decisions, provide services to the population (e.g., recycling service, waste management, and waste water treatment), and provide public education and incentives (e.g. energy conservation, agricultural practices) to the citizens are options for local governments to reduce GHG emissions generated in their jurisdictions.

The focus of this goal section is to set targets and strategies to reduce greenhouse gas emissions and associated climate change.

GOAL PHS-6

To reduce greenhouse gas emissions as part of the Statewide effort to combat climate change.

PHS-6.1 Municipal GHG Reduction Targets

The County shall reduce GHG emissions from County facilities and activities by 15 percent below 2007 levels by 2020, and shall strive to reduce GHG emissions 40 percent and 80 percent below reduced 2020 levels by 2035 and 2050, respectively. (SO)

PHS-6.2 Community GHG Reduction Targets

The County shall reduce community greenhouse gas emissions by 15 percent below 2005 levels by 2020, and shall strive to reduce GHG emissions by 40 percent and 80 percent below reduced 2020 levels by 2035 and 2050, respectively. (RDR/PSP)

PHS-6.3 GHG Reduction Strategies

The County shall promote greenhouse gas emission reductions by encouraging efficient farming methods (e.g., no-till farming, crop rotation, cover cropping); supporting the installation of renewable energy technologies; and protecting grasslands, open space, oak woodlands, riparian forest and farmlands from conversion to urban uses. (PSP)

PHS-6.4 Methane Digesters

The County shall encourage large dairies to capture methane through use of manure digester systems to generate an alternative source of energy, reduce greenhouse gas emissions, and serve as a source of profit for agricultural operations. (PSP)

PHS-6.5 Diversion, Recycling, and Reuse

The County shall achieve a 75 percent diversion of landfilled waste based on 1990 levels by 2020, and shall achieve a diversion rate of 90 percent by 2035. (PSP)

PHS-6.6 Business-related GHG Reduction Strategies

The County shall encourage all businesses to help reduce GHG emissions by: replacing high mileage fleet vehicles with more efficient and/or alternative fuel vehicles; increasing the energy efficiency of facilities; transitioning toward the use of renewable energy instead of non-renewable energy sources; adopting purchasing practices that promote emissions reductions and reusable materials; and increasing recycling. (RDR/PSP)

PHS-6.7 New Development

The County shall require new development to incorporate all feasible mitigation measures to reduce construction and operational GHG emissions. (RDR)

PHS-6.8 Agricultural Equipment and Emissions

The County shall implement the following measures pertaining to agricultural equipment and emissions reductions:

- Support SJVAPCD programs to fund equipment upgrades, retrofits, and replacement through the Carl Moyer heavy-duty vehicle and equipment program or other funding mechanisms (e.g., Rule 9510).
- Work with SJVAPCD and stakeholders to identify practical and feasible options for fuel-efficient agricultural equipment.
- Work with agricultural organizations and stakeholders to provide workshops and presentations and outreach materials focused on promoting fuel efficient farm equipment and operations and encourage participation in the Carl Moyer incentive program. (IGC/PI)

PHS-6.9 Public Awareness

The County shall support public awareness about climate change and encourage County residents and businesses to become involved in activities and lifestyle changes that will aid in reduction of greenhouse gas emissions through alternative energy use, energy and water conservation, waste reduction and recycling, and other sustainable practices. (PSP)

Hazardous Materials and Wastes

Hazardous materials and waste are a reality for any community and can pose a significant public health and safety issue. In San Joaquin County, there are four superfund cleanup sites that are in serious need of remediation. In addition, eight military bases or disposal sites have accepted military waste in the County. Significant sources of contamination have been identified from leaking underground storage tanks. Methamphetamine lab sites, animal feeding operations, and mine hazards are also an issue. A total of 270 hazardous waste cleanup sites were identified by Envirostar.

The focus of this goal section is to address the problem of hazardous materials and wastes, as well as the location, storage, transportation, and safety of these materials.

GOAL PHS-7

To protect County residents, visitors, and property from hazardous materials and wastes.

PHS-7.1 Minimize Hazardous Materials and Wastes

The County shall discourage the use of hazardous materials and the creation of hazardous wastes. (PSP)

PHS-7.2 Avoid Contamination of Resources

The County shall strive to ensure that hazardous materials and wastes do not contaminate air, water, or soil resources. (RDR/PSP)

PHS-7.3 Control Hazardous Materials

The County shall require the use, storage, and disposal of hazardous materials and wastes to comply with local, State, and Federal safety standards. (RDR)

PHS-7.4 County Hazardous Waste Management Plan

The County shall maintain and implement the County Hazardous Waste Management Plan. (PSP)

PHS-7.5 Locate Hazardous Materials Away from Populated Areas

To the extent feasible, the County shall require proposed activities and land uses that use, store, or dispose of hazardous materials or wastes to be located away from existing and planned populated areas. (RDR/PSP)

PHS-7.6 Require Hazardous Materials Management Plans

The County shall require businesses that use or store materials and wastes on-site to prepare Hazardous Materials Management Plans (Business Plans) that map and inventory all hazardous materials and contain contingency plans for accidents, designate an individual or individuals as emergency coordinator(s), and ensure that all employees understand the potential for accidents and the appropriate response. Plans must follow the requirements for Federal, State, and/or local defined special flood hazard areas. (RDR/PSP)

PHS-7.7 County Hazardous Materials Area Plan

The County shall maintain and implement the County Hazardous Materials Area Plan for emergency response to a release or threatened release of hazardous material within the unincorporated County. (PSP)

PHS-7.8 Consistency with Hazardous Waste Management Plan

The County shall require all new development to be consistent with the County Hazardous Waste Management Plan (CHWMP). Any proposed hazardous waste facility, or expansion of an existing hazardous waste facility, shall be consistent with the CHWMP. (RDR)

PHS-7.9 Require Disclosure of Hazardous Materials and Waste.

The County shall require public disclosure of hazardous materials and wastes for existing and proposed businesses. (RDR)

PHS-7.10 Household Hazardous Waste

The County shall provide educational programs to inform the public about household hazardous waste and the proper disposal methods. (IGC)

PHS-7.11 Hazardous Materials Transportation Routes

The County shall continue to maintain route designations for hazardous materials transport within San Joaquin County. (PSP)

PHS-7.12 Hazardous Liquids Storage Tanks

The County shall maintain and implement hazardous material regulations for the storage of hazardous liquids in underground or aboveground storage tanks. (RDR/PSP)

PHS-7.13 Hazardous Waste Disposal Facilities.

The County shall provide areas for hazardous waste disposal facilities sufficient to meet the needs of county residents and businesses. (PSP)

PHS-7.14 Legislative Support

The County shall support legislation that would further reduce public risks associated with hazardous materials, reduce hazardous waste generation, aid in cleanup, or provide assistance for hazardous materials management. (PSP)

PHS-7.15 Site Cleanup Support

The County shall support programs and funding for determination of sites contaminated with hazardous materials and for site cleanup. (PSP)

PHS-7.16 Hazardous Waste Property Designations

When known, the County shall refer contaminated sites to the appropriate lead agency with established authority/jurisdiction for the required assessment and cleanup activities. (PSP/IGC)

Airport Safety

There are six public-use airports in San Joaquin County, including: Stockton Metropolitan, Tracy Municipal, Kingdon, Lodi (Precissi), Lodi (Lind's), and New Jerusalem. While aircraft accidents are infrequent occurrences, it is necessary to avoid or minimize the risks associated with a potential airport accident that would harm people and property on the ground or the occupants of aircraft. The basic strategy for minimizing risks to people on the ground near airports is to limit the number of people who might gather in areas most susceptible to aircraft accidents. Land uses of particular safety concern are those where the occupants have reduced effective mobility or are unable to respond to emergency situations. These uses include schools, hospitals, nursing homes, and other sensitive uses in which the majority of occupants are children, elderly, and/or handicapped or otherwise disabled. Airport safety standards also require a greater degree of protection for residential uses.

The San Joaquin County Airport Land Use Commission (ALUC) makes recommendations regarding land use decisions near public use airports in the County. It is the general policy of the ALUC to review major land-use decisions as defined in Policy 1.3.3 of the ALUCP. In June 2009, the ALUC adopted an updated Airport and Use Compatibility Plan (ALUCP) for all of the County's public use airports with the exception of Stockton Metropolitan Airport. Stockton Metropolitan Airport will continue to use the 1993 ALUCP compatibility zones until the master plan update for the airport is complete. The

plans are intended to safeguard the safety of the residents and businesses around the airports, and to ensure that future development and land uses do not negatively impact the continued operations of the airports. Prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building within any area governed by an Airport Land Use Commission Plan, a local agency must consider the height, use, noise, safety, and density criteria established by the ALUCP.

The focus of this goal section is to address general airport and aviation safety in the County and ensure County decisions are consistent with the adopted Airport Land Use Compatibility Plans in coordination with the Contra Costa County ALUC.

GOAL PHS-8

To promote the safe operation of public and private airports and protect the safety of County residents.

PHS-8.1 Land Use Compatibility

The County shall prohibit land uses within unincorporated areas that interfere with the safe operation of aircraft or that would expose people to hazards from the operation of aircraft. (RDR)

PHS-8.2 Coordination with San Joaquin County ALUC

The County shall coordinate with the San Joaquin County Airport Land Use Commission (ALUC) on land use planning around airports and submit development proposals for land within the airport area of influence for review by the ALUC for consistency with the Airport Land Use Compatibility Plan. (RDR/PSP/IGC)

PHS-8.3 Coordination with Contra Costa County ALUC

The County shall coordinate with the Contra Costa County ALUC on land use planning in the Byron Airport Compatibility Zone, portions of which extend into the unincorporated areas of San Joaquin County. (RDR/PSP/IGC)

PHS-8.4 Compliance with Federal Aviation Administration (FAA) Regulations

The County shall require development within airport approach and departure zones to be in compliance with FAA Regulations that address objects affecting navigable airspace. (RDR)

PHS-8.5 New Air Strip Locations

The County shall require sites for proposed air strips to be outside of air traffic control zones and a safe distance, typically three miles, from existing airports, and to be a reasonable distance from residential areas and compatible with the surrounding uses. (RDR/PSP)

PHS-8.6 Transmission Tower and Lines

The County shall not approve any radio, television, power, or related transmission towers and lines that may conflict with aircraft operations. (RDR)

Noise

Noise is generally defined as unwanted sound that is disturbing or annoying. Exposure to excessive noise is often cited as a health problem in terms of general well-being and contribution to undue stress and annoyance. Sources of noise in the County include traffic on State highways and local roads, aircraft operations, commercial and industrial uses, agricultural operations, active recreation areas, and mining operations.

From a planning perspective, noise control focuses on two primary concerns: preventing the introduction of new noise-producing uses in

noise sensitive areas; and preventing the encroachment of noise-sensitive uses into existing noise-producing areas. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. Some facilities, such as airports and certain industrial operations, inherently generate noise, and the encroachment of noise-sensitive uses can jeopardize their continued operation.

The focus of this goal section is to summarize noise level standards that have been developed in order to quantify noise impacts in the County, and address ways to reduce or eliminate existing and future conflicts between land uses and annoying or unhealthy noise.

Noise Level Standards

Table PHS-1 summarizes the noise level standards for noise-sensitive uses (e.g., residential development, lodging, hospitals, nursing homes, schools, day care centers) at outdoor activity areas affected by non-transportation noise sources in the County. Table PHS-2 presents the noise and land use compatibility standards for various land uses. In addition to these standards, the policies in this section address ways to reduce or eliminate existing and future conflicts between land uses and noise.

TABLE PHS-1
NON-TRANSPORTATION NOISE LEVEL PERFORMANCE STANDARDS FOR NOISE-SENSITIVE USES AT OUTDOOR ACTIVITY AREAS[1, 2]

Noise Level Descriptor	Daytime[3] (7:00 am – 10:00 pm)	Nighttime[3] (10:00 pm – 7:00 am)
Hourly Leq dB	50	45
Maximum Level, dB	70	65

Notes: These standards apply to new or existing residential areas affected by new or existing non-transportation sources.

[1] Where the location of outdoor activity areas is unknown or is not applicable, the noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line noise mitigation measures.

[2] Refer to Mountain House Master Plan, Table 11.2, Exterior Noise Standards for Noise-Sensitive Uses Affected by Non-Transportation Noise Sources, Page 11.12, for Mountain House Noise Standards.

[3] Each of the noise level standards specified shall be reduced by 5 dB for impulsive noise, single tone noise, or noise consisting primarily of speech or music.

TABLE PHS-2
MAXIMUM ALLOWABLE NOISE EXPOSURE FROM TRANSPORTATION NOISE SOURCES[1]

Noise Sensitive Land Use Types	Outdoor Activity Areas[2] (dB Ldn)	Interior Spaces (dB Ldn)
Residential	65	45
Administrative Office	-	45
Child Care Services–Child Care Centers	-	45
Community Assembly	65	45
Cultural & Library Services	-	45
Educational Services: General	-	45
Funeral & Interment Services – Undertaking	65	45
Lodging Services	65	45
Medical Services	65	45
Professional Services	-	45
Public Services (excluding hospitals)	-	45
Public Services (hospitals only)	65	45
Recreation – Indoor Spectator	-	45
Religious Assembly	65	45

Notes: These standards apply to new or existing residential areas affected by new or existing non-transportation sources.

[1] Refer to Mountain House Master Plan, Chapter 11, Noise, for Mountain House Noise Standards.

[2] Where the location of outdoor activity areas is unknown or is not applicable, the noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line noise mitigation measures.

GOAL PHS-9

To protect county residents from the harmful and nuisance effects of exposure to excessive noise.

PHS-9.1 Noise Standards for New Land Uses

The County shall require new development to comply with the noise standards shown in Tables 9-1 and 9-2 through proper site and building design, such as building orientation, setbacks, barriers, and building construction practices. (RDR)

PHS-9.2 Airport Noise Compatibility Criteria

The County shall require new development within airport areas of influence be consistent with the Airport Noise Compatibility Criteria in the Airport Land Use Compatibility Plan. (RDR)

PHS-9.3 Screening Distances

The County shall require new development proposed to be located adjacent to major freeways or railroad tracks to be consistent with the Federal Transit Administration (FTA) noise screening distance criteria. (RDR)

PHS-9.4 Acceptable Vibration Levels

The County shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby vibration-sensitive uses based FTA criteria. (RDR)

PHS-9.5 Alleviate Existing Noise Problems

The County shall seek to alleviate existing community noise problems. (PSP)

PHS-9.6 Enforcement of State and Federal Noise Regulations

The County shall continue to enforce State and Federal noise laws regarding vehicle operation, equipment, and building insulation. (RDR)

PHS-9.7 Require Acoustical Study

The County shall require a project applicant to prepare an acoustical study for any proposed new residential or other noise-sensitive development when the County determines the proposed development may expose people to noise levels exceeding acceptable General Plan noise levels. (RDR/PSR)

PHS-9.8 Require Avigation Easements and Soundproofing Near Airports

The County shall require avigation easements and soundproofing for new residential structures in the 65 dB Ldn contours around a public access airport. (RDR)

PHS-9.9 Noise Exemptions

The County shall support the exemption of the following noise sources from the standards in this section:

- Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and generators which are activated during power outages. The routine testing of such warning devices and equipment shall also be exempt provided such testing occurs during the hours of 7:00 am to 10:00 pm.
- Activities at schools, parks, or playgrounds, provided such activities occur during daytime hours.
- Activities associated with County-permitted temporary events and festivals. (RDR/PSR)

POLICY DOCUMENT PART 3

GOALS AND POLICIES

3.4 NATURAL AND CULTURAL RESOURCES ELEMENT

As San Joaquin County develops, the County will ensure that development occurs in a manner that limits impacts to natural and cultural resources through proper site planning and design techniques. Development will be avoided in naturally- and culturally-sensitive areas wherever possible, especially within the Delta. The air of San Joaquin County and its surrounding region will be incrementally cleaner as the implementation of improved transportation, agriculture, and industrial practices reduce pollutants. New methods for conserving, treating, and supplying water will enable County residents and farmers to continue to have an adequate supply of quality water that limits long-term impacts on groundwater. The County's development and resource conservation decisions will illustrate its commitment to achieve energy efficiency and mitigate impacts on climate change by reducing greenhouse gas emissions. Finally, the County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent.

GUIDING PRINCIPLES

Resource Conservation and Sustainability

- Preserve environmental resources, including the Delta, waterways, habitat areas, fish and wildlife, and other significant resources for future generations.
- Promote alternative energy use, water conservation, waste reduction and recycling, and other sustainable practices.
- Encourage development patterns, transportation systems, "green" building practices, and renewable energy projects that reduce emissions and improve air quality.

Water Resources & Quality

- Ensure that future generations will have access to sustainable water supplies of adequate quantity and quality.
- Promote the concept of regional self-sufficiency for water resources.
- Implement water conservation and water use efficiency best management practices.
- Support integrated regional water management planning processes undertaken by local and regional water interests.
- Effectively manage stormwater through low-impact development concepts to improve water quality and increase water resources.
- Use and preserve groundwater recharge areas to restore groundwater levels and reduce saltwater intrusion.

Recreation and Cultural Resources

- Promote the County's recreational attractions.
- Enhance parks and recreational opportunities for all County residents and visitors.
- Promote appropriate access to rivers and waterways throughout the County, while limiting impacts to property owners and agricultural operations.
- Support the planning and creation of more regional hiking, biking, and equestrian trails.

The Delta

- Maintain the sovereign right of local governments to govern land use decisions in the Delta.
- Ensure development does not conflict with Delta ecosystems, habitats, or agricultural operations.
- Protect the legal right of local Delta water users to divert water of adequate quantity and quality.
- Promote recreational opportunities in and around the Delta.
- Ensure the public health and safety for those who live, work, and play in the Delta.

Natural and Cultural Resources

Introduction

Natural and cultural resources play a defining role in San Joaquin County's identity. These resources enrich the lives of residents and draw visitors who enjoy unmatched recreational opportunities. The County values and protects its natural and cultural resources with expanded opportunities for residents and visitors to enjoy the County's heritage and natural setting. Recreation opportunities, such as the Delta, waterways, and regional parks are available and accessible to all County residents and visitors. The County is committed to protecting and preserving these resources, which contribute to the local economy and are a key element in the quality of life for San Joaquin County residents.

However, San Joaquin County faces a significant challenge in protecting these resources. Decreasing water supplies for urban, agricultural, and environmental uses, groundwater overdraft, loss of habitat, and rising energy costs are major concerns for the long-term viability of County resources. Water conservation and reuse, groundwater recharge techniques, habitat protection, and alternative energy technologies provide opportunities for San Joaquin County to overcome these challenges. This section supports the balanced management and conservation of the County's open space, wildlife, water, minerals, energy, scenic amenities, recreational resources, and cultural and historic heritage.

Relationship to Other General Plan Elements

The goals and policies of this section overlap with those of some other Elements of the General Plan. Natural and cultural resources are considered in the designation of land uses in the Land Use section of the Community Development Element. Many environmental hazards, such as water quality and flooding hazards, are closely related to environmental resource policies in the Natural and Cultural Resources Element. Hazardous materials can directly and indirectly affect environmental resources such as air, water, and wildlife. Many of the policies in this section are supplemented by policies in other Elements in an effort to provide comprehensive solutions to multifaceted planning issues.

Open Space

Nearly 86 percent of San Joaquin County is "open space" of some type. Open space lands consist of farmland, grazing lands, and relatively natural watershed areas that include a variety of low-intensity uses such as rural residences and recreational facilities (e.g., the Delta). Other land has been dedicated as open space through conservation easements or by agencies and organizations for habitat conservation. The focus of this goal section is to provide the basis for open space preservation and the responsible use of open space resources in the County. This includes protecting and preserving important habitat for plant and wildlife species, protecting open space critical for percolation of rainfall for natural recharge of the underlying groundwater basin, and ensuring the development and maintenance of open space and recreation areas.

GOAL NCR-1

To conserve and enhance the County's open space resources.

NCR-1.1 Preserve Natural Areas

The County shall protect, preserve, and enhance important natural resource habitat, biological diversity, and the ecological integrity of natural systems in the County. (RDR/PSP)

NCR-1.2 Open Space in Urban Communities

The County shall ensure that open space within urban communities is provided through the development and maintenance of open space and recreation areas. (PSP)

NCR-1.3 Open Space Opportunities

The County shall support efforts to create opportunities for the public to experience and appreciate open space resources. (PSP)

Wildlife Habitat

San Joaquin County's biological resources include habitat for several special status plants and animals, important fish and waterfowl migration corridors, and the Delta at the confluence of the Sacramento and San Joaquin Rivers. In addition to special status species and other sensitive species of fish and wildlife, San Joaquin County also provides habitat to other significant wildlife resources including migratory birds and fish. Wildlife habitats provide food, shelter, migration corridors, and breeding opportunities for wildlife species.

The County has a number of special natural habitats, which are of greatest ecological value to San Joaquin County, including: the San Joaquin Delta, the San Joaquin River, riparian habitats, wetlands, and vernal pools. Annual grassland is one of the most common plant communities in San Joaquin County, particularly in the eastern and southwestern areas, and accounts for about 170,000 acres. These areas support a variety of special-status species, including the San Joaquin kit fox, California red-legged frog, California tiger salamander, and golden eagle. The focus of this goal section is to protect and enhance wildlife areas that provide important habitat for the County's plant and wildlife communities.

GOAL NCR-2

To preserve and protect wildlife habitat areas for the maintenance and enhancement of biological diversity and ecological integrity.

NCR-2.1 Protect Significant Biological and Ecological Resources

The County shall protect significant biological and ecological resources including: wetlands; riparian areas; vernal pools; significant oak woodlands and heritage trees; and rare, threatened, and endangered species and their habitats. (RDR/PSP)

NCR-2.2 Collaboration for Species Protection

The County shall collaborate with the California Department of Fish and Wildlife during the review of new development proposals to identify methods to protect listed species. (RDR/IGC)

NCR-2.3 San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

The County shall continue to implement the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate biological impacts resulting from open space land conversion. (RDR/PSP/IGC)

NCR-2.4 Preservation of Significant Oak Groves

The County shall require new development in the vicinity of significant oak groves to be designed and sited to maximize the long-term preservation of the trees and the integrity of their natural setting. (RDR)

NCR-2.5 No Net Loss of Wetlands

The County shall not allow development to result in a net loss of riparian or wetland habitat. (RDR)

NCR-2.6 Criteria for Development Impacts to Wetlands

The County shall not approve new development projects that have the potential to fill wetlands, unless:

- no suitable alternative site exists for the land use, and the use is considered necessary to the public;
- there is no degradation of the habitat or numbers of any rare, threatened, or endangered plant or animal species as a result of the project; and
- habitat of greater quantity and superior or comparable quality will be created or restored to compensate for the loss. (RDR)

NCR-2.7 Protect Waterfowl Habitat

The County shall strive to preserve, protect, and enhance feeding areas and winter habitat for migratory waterfowl. (PSP)

NCR-2.8 Natural Open Space Buffer

The County shall require a natural open space buffer to be maintained along any natural waterway to provide nesting and foraging habitat and to protect waterway quality. (RDR)

NCR-2.9 Protect Fisheries

The County shall encourage and support efforts to protect fisheries, including:

- reducing the level of pesticides and fertilizers and other harmful substances in agricultural and urban runoff;
- designing and timing waterway projects to protect fish populations; and
- operating water projects to provide adequate flows for spawning of anadromous fish. (PSP)

NCR-2.10 Support Fishery Restoration Plans
The County shall work with the California Department of Fish and Wildlife and other agencies or organizations to support development and implementation of feasible restoration plans for anadromous fisheries. (PSP/IGC)

NCR-2.11 Ecological Information Programs
The County shall support programs that encourage and teach respect for the environment. (PSP/PI)

NCR-2.12 Encourage Native Landscaping
The County shall encourage the use of native plants for landscaping to provide suitable habitat for native wildlife. (RDR)

NCR-2.13 Project Referral to Environmental Organizations
The County shall encourage private resource and conservation organizations to review and comment on projects that could affect the County's biological resources. (RDR/JP)

Water Resources and Water Quality

The quantity, quality, and availability of water are vital to both natural processes and human activities. The hydrology within San Joaquin County consists of a distinct network of rivers and streams and tributaries to the San Joaquin River and the Delta. The immense size and diversity of the network provides a significant asset for the County by providing for the development of water supply systems, recreation opportunities, and farming operations. Like much of California, areas of San Joaquin County have experienced problems with water supply and quality. The County's water resources include both surface water and groundwater sources. Water supplies are affected when overdraft of the groundwater basin occurs, and wells need to be deepened in areas with preferred hydrogeology depths and water quality when the groundwater level drops.

Ground water recharge and prevention of overdraft are increasingly important strategies to protect the County's water resources. The policies in this section also seek to protect the quality of both surface and groundwater as well as to maintain river conditions for fish and other wildlife.

GOAL NCR-3

To ensure the quality of water for municipal and industrial uses, agriculture, recreation, and fish and wildlife.

NCR-3.1 Preserve Groundwater Recharge Areas
The County shall strive to ensure that substantial groundwater recharge areas are maintained as open space. (PSP)

NCR-3.2 Groundwater Recharge Projects
The County shall encourage the development of groundwater recharge projects of all scales within the County and cities to increase groundwater supplies. (PSP)

NCR-3.3 Multi-Jurisdictional Groundwater Management Evaluation
The County shall support multi-jurisdictional groundwater management that involves adjacent groundwater basins. (IGC)

NCR-3.4 Eliminate Pollution
The County shall support efforts to eliminate sources of pollution and clean up the County's waterways and groundwater. (PSP)

NCR-3.5 Low Impact Development

The County shall require new development to minimize or eliminate stormwater quality and hydro-modification impacts through site design, source controls, runoff reduction measures, best management practices (BMPs), and Low Impact Development (LID). (RDR)

NCR-3.6 Prohibit Discharge of Sewage Sludge

The County shall prohibit the discharge of sewage sludge or septage to surface waters or surface water drainage sources, including wetlands and waterways. (RDR)

NCR-3.7 Septic Tank Regulation

The County shall enforce its septic tank and onsite system regulations consistent with Central Valley Regional Water Quality Control Board policy that recognizes the County as the responsible agency to protect the water quality of surface water and groundwater. (RDR)

NCR-3.8 Support Sufficient River Flows

The County support properly timed flows of sufficient quality in local waterways necessary to sustain healthy fisheries. (PSP)

NCR-3.9 Require Water Projects to Mitigate Impacts

The County shall require water projects to incorporate safeguards for fish and wildlife and mitigate erosion and seepage to adjacent lands. (RDR)

NCR-3.10 Coordination for Waterway Protection

The County shall coordinate with city, State, and Federal agencies to implement policies regarding protection and enhancement of waterways and levees. (IGC)

Mineral Resources

Mineral resources within San Joaquin County consist primarily of sand and gravel aggregate, with limited mining of peat, gold, and silver. In the past placer gold deposits have been found in many San Joaquin County rivers and creeks. These deposits were dredged for gold by independent operators in the years following the 1849 gold rush. Peat soil removal occurred during the 1970s and 1980s. Mining operations existing within the County are related to sand and gravel aggregate operations. Recognizing and documenting mineral resources is imperative to guarantee further economic development of County assets. The focus of this goal section is to encourage the efficient use of economically important mineral and aggregate extraction, while also protecting the community from the adverse effects of mining.

GOAL NCR-4

To provide for the production of mineral resources while protecting people, property, and the environment from hazards caused by resource extraction.

NCR-4.1 Mineral Resource Protection

The County shall require mineral deposits of significant quantity, value, or quality, as identified and updated by the State Division of Mines and Geology reports as MRZ-2 Mineral Resource Zones, to remain in agricultural or open space uses until the extraction of the resources, unless the immediate area has been committed to other uses. (RDR)

NCR-4.2 Discretionary Permit to Protect Mineral Resources

The County shall require all new development in areas of significant sand and gravel deposits, as identified by the State Division of Mines and Geology, to obtain a discretionary permit, conditioned to protect the resources. (RDR)

NCR-4.3 Land Use Compatibility

The County shall ensure that mineral extraction and reclamation operations are compatible with land uses both on-site and within the surrounding area, and are performed in a manner that does not adversely affect the environment. (RDR)

NCR-4.4 Concurrent Reclamation

The County shall encourage reclamation of mining sites concurrent with extraction activities rather than after extraction has been completed. (PSP)

NCR-4.5 Reclamation Plan

The County shall require a reclamation plan, in accordance with the State Surface Mining and Reclamation Act, to accompany all applications for mining or mineral extraction permits. (RDR/PSP)

Energy Resources

Despite historically high gas prices, concerns over energy security, air quality, and climate change, energy demand continues to increase in California. In order to avoid the need to construct new, large-scale electricity generation facilities, both the State and regional energy purveyors have focused on reducing growth in energy demand through energy conservation and efficiency over the past decade. As such, there has been an increasing investment in a range of energy efficiency and conservation programs.

As traditional sources of energy are depleted, there is also a need to develop alternate methods of power generation. The focus of this goal section is to promote energy conservation and support a diversity of energy resource development in the County.

The policies in this section can stimulate local businesses and the economy and help the County meet greenhouse gas emission reduction targets by supporting new renewable energy facilities.

GOAL NCR-5

To increase energy independence through the use of renewable energy sources and improved energy conservation and efficiency.

NCR-5.1 Nonrenewable Energy and Energy Efficiency

The County shall support the efforts of residents, businesses, and energy providers to reduce the consumption of nonrenewable energy and shall promote energy providers' programs to increase energy efficiency and implement demand response programs. (PSP)

NCR-5.2 Alternative Energy

The County shall encourage residents, businesses, and energy providers to develop and use alternative, renewable energy sources, including but not limited to, biomass, solar, wind, and geothermal. (RDR/PSP)

NCR-5.3 Solar Facility Ordinance

The County shall prepare and maintain an ordinance that guides the permitting, construction, operation, and decommissioning of large-scale solar energy facilities. (RDR)

NCR-5.4 Biomass-to-Energy Production

The County shall encourage the use of biomass facilities to capture untapped local energy sources from dairies, farmland, and other industrial sources. (PSP)

NCR-5.5 Environmental Protection

The County shall strive to balance the development of energy facilities with environmental protection and the preservation of other natural resources. (RDR)

NCR-5.6 Energy Facilities on Prime Farmland
The County shall discourage the placement of energy facilities on Prime Farmland. (RDR)

NCR-5.7 Passive Solar Energy
The County shall encourage new residential subdivisions to provide maximum opportunities for passive heating and cooling. (RDR)

NCR-5.8 Clustered Residential Development
The County shall encourage clustered developments and common walls to reduce energy demand in residential development. (RDR)

NCR-5.9 Shaded Parking Lots
The County shall require parking lots to be shaded in the summertime but allow winter solar access to adjacent buildings and sidewalks. (RDR)

NCR-5.10 Energy Conservation in Existing Residential Structures
The County shall encourage energy conservation measures, such as insulation and weather-stripping, in existing residential structures. (RDR)

NCR-5.11 Green Building Practices
The County shall encourage green building practices in new construction. (RDR)

NCR-5.12 Energy Efficient Industry
The County shall support energy efficiency of industrial processes. (PSP)

NCR-5.13 Solar Heating in Industrial Operations
The County shall encourage Industrial operations that require large amounts of hot water to incorporate active solar systems in the design of buildings. (RDR)

NCR-5.14 Natural Daylighting in Commercial Operations
The County shall encourage commercial and employment operations to incorporate natural daylighting by the use of windows and skylights to reduce energy demand for lighting. (RDR)

NCR-5.15 Permitting Oil and Natural Gas Resources
The County shall permit the development of its oil and natural gas resources, consistent with State requirements, provided that such development ensures adequate environmental, public health, and safety protection, and is compatible with the current and projected uses of the land. (RDR)

Cultural and Historic Resources

As of June 2008 approximately 96,788 acres (11 percent of the County) in San Joaquin County have been surveyed for cultural resources. The County's cultural sites include 262 prehistoric archeological sites, 239 historic archeological sites, 14 multi-component archeological sites, and 4,338 historic buildings or structures that need to be preserved to share significance of cultural resources through interpretive education opportunities with the community and visitors. The County's many historical resources showcase the area's rich history and provide significant attractions for residents and visitors. Preserving these resources is important and their protection needs to be considered during the planning, permitting, and construction of any new development.

The focus of this goal section is to identify ways to protect, preserve, and enhance the valuable cultural and historic resources that are vital to the character of the County.

GOAL NCR-6

To protect San Joaquin County's valuable architectural, historical, archeological, and cultural resources.

NCR-6.1 Protect Historical and Cultural Resources

The County shall protect historical and cultural resources and promote expanded cultural opportunities for residents to enhance the region's quality of life and economy. (RDR)

NCR-6.2 No Destruction of Resources

The County shall ensure that no significant architectural, historical, archeological, or cultural resources are knowingly destroyed through County action. (RDR)

NCR-6.3 Encourage Public and Private Preservation Efforts

The County shall continue to encourage efforts, both public and private, to preserve the historical and cultural heritage of San Joaquin County and its communities and residents. (PSP)

NCR-6.4 Registration of Historic Properties

The County shall encourage owners of eligible historic properties to apply for State and Federal registration, to participate in tax incentive programs for historical restoration, and to enter into Mills Act Contracts. (PSP)

NCR-6.5 Protect Archeological and Historical Resources

The County shall protect significant archeological and historical resources by requiring an archeological report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archeological artifacts that could be disturbed by project construction. (RDR/PSR)

NCR-6.6 Tribal Consultation

The County shall consult with Native American tribes regarding proposed development projects and land use policy changes consistent with the State's Local and Tribal Intergovernmental Consultation requirements. (RDR/IGC)

NCR-6.7 Adaptive Reuse of Historic Structures

The County shall encourage the adaptive reuse of architecturally significant or historic buildings if the original use of the structure is no longer feasible and the new use is allowed by the underlying land use designation and zoning district. (RDR)

NCR-6.8 Land Use and Development

The County shall encourage land uses and development that retain and enhance significant historic properties and sustain historical community character. (RDR)

NCR-6.9 Educational Programs

The County shall support educational and outreach programs that promote public awareness of and support preservation of historical and cultural resources. (IGC/PI)

Scenic Resources

The natural scenic beauty and rural agrarian charm of the County has attracted residents and visitors to the area for decades. The natural, rural, and agricultural aspects of the County, as experienced through views of the Delta and the agriculturally rich valley floor, as well as panoramic views of the Coastal ranges and the Sierra, when visibility conditions permit, form the primary scenic resources within San Joaquin County. Because of the flatness of most of the County's terrain and often poor air quality, most scenic views are limited to near- and medium-range as provided by viewpoints such as public recreation areas and roadways. San Joaquin County has designated 26 local

roadways within the County as local scenic routes. Interstate 5 and State Routes (SR) 4 and 99 are all County-designated scenic roadways. Interstates 5 and 580 are designated as State scenic highways.

The focus of this goal section is to protect and preserve scenic resources in the County.

GOAL NCR-7

To protect and enhance the unique scenic features of San Joaquin County.

NCR-7.1 Scenic Roadways

The County shall protect the visual character of designated scenic roadways. (RDR)

NCR-7.2 Views from Public Lands and Roadways

The County shall ensure that views of waterways, hilltops, and oak groves from public land and public roadways are protected and public access is provided to them whenever possible. (RDR)

NCR-7.3 Designate Scenic Routes

The County shall preserve scenic views from roadways by designating scenic routes based on the following criteria:

- leads to a recreational area;
- provides a representative sampling of the scenic diversity within the County;
- exhibits unusual natural or man-made features of interest;
- provides opportunities to view activities outside the normal routine of most people;
- provides a route for people to view the Delta waterways; and
- links two scenic routes or connects with scenic routes of cities or other counties. (PSP)

Placeholder for Figure NCR-1

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NCR-7.4 Visually Complementary Development

The County shall require new development adjacent to scenic resources to be sited and designed to visually complement those resources, except in MR-Z designated areas. (RDR)

NCR-7.5 Require Landscape Plans

The County shall require landscape plans for new development along State- or County-designated scenic routes. (RDR/PSP)

NCR-7.6 Preservation of Ridgelines and Hill Tops

The County shall ensure that ridgelines and major hill tops remain undeveloped. (RDR/PSP)

NCR-7.7 Reducing Light Pollution

The County shall encourage project designs, lighting configurations, and operational practices that reduce light pollution and preserve views of the night sky. (RDR)

NCR-7.8 Underground Utility Lines

The County shall require all new electric and communication distribution facilities adjacent to scenic routes to be placed underground, whenever feasible. Where overhead utility lines are unavoidable, every effort should be made to reduce the visual impact through elements of design. (RDR)

Recreation

San Joaquin County is rich in recreational opportunities and open space areas; and recreation is an important aspect of the County's economy. The County's many recreational and open space resources and facilities are made available to its residents and are centrally located with easy access to the Sierra Nevada Mountains and the California coastline. Recreation and open space resources and facilities include: Federal, State, and County recreation and wildlife areas; County maintained regional, community, and local parks; other recreational facilities (e.g., city parks, school playgrounds, golf courses); and other recreation resources (e.g., waterways, the Delta, habitat areas, and wildlife areas).

The focus of this goal section is to support and protect existing parkland and recreational areas, and increase active parkland and comprehensive recreation programs in order to enhance the outdoor experience of residents and visitors of San Joaquin County.

GOAL NCR-8

To develop and maintain a comprehensive system of parklands and protected public recreational areas that achieve County park ratio standards and meet the active and passive recreation needs of San Joaquin County residents and visitors.

NCR-8.1 Comprehensive Park System

The County shall continue to acquire, develop, maintain, and operate, based on available funding, a comprehensive system of parkland and recreational facilities that include active and passive recreation for a wide range of users. (PSP)

NCR-8.2 Park Ratio Standard

The County shall encourage and support the development of recreational facilities to serve unincorporated communities at a ratio of 10 acres of regional parks and three acres of local parks per 1,000 residents, except for Mountain House, which has an approved park ratio of not less than five acres of parks per 1,000 population. The County shall consider increasing its park ratio standards to address unmet park needs. (PSP)

NCR-8.3 Interagency Coordination

The County shall coordinate the development of regional parks in cooperation with local, regional, State, and Federal agencies and the private sector and shall seek to establish new partnerships to enhance recreation opportunities in the County. (IGC)

NCR-8.4 Support Recreation Programs

The County shall continue to encourage and support the efforts of private, non-profit, and community-based organizations in providing recreation programs in the County. (IGC/JP)

NCR-8.5 Publicize Recreation Programs

The County shall continue to promote parks and recreation systems through public information programs. (PI)

NCR-8.6 Public Amenities Adjacent to Private Recreation Facilities

The County shall consider providing public amenities (e.g., fishing, picnic areas) in or adjacent to private recreation facilities, particularly if the owner or operator of the private facility agrees to supervise and manage the public amenity. (PSP)

NCR-8.7 Protect Resources

The County shall strive to protect the diverse resources upon which recreation is based, such as waterways, marsh lands, wildlife habitats, unique land and scenic features, and historical and cultural sites. (RDR)

NCR-8.8 County Role in Developing Parks

The County shall continue to be a major developer and operator of regional parks and shall facilitate the development and operation of local parks. The County's involvement in developing and maintaining parks shall be congruent with available funding and County staff resources. The County will strive to develop regional parks at a minimum size of 100 acres. (PSP)

NCR-8.9 Park Development Criteria

The County shall require parks to be developed using the criteria outlined in Table R-1. (RDR)

TABLE R-1
CRITERIA FOR PARK DEVELOPMENT

Park Type	Approximate Size (Acres)	Recreational Use	Service Area Radius	Access Requirements
Regional Park	15-200	Nature-oriented outdoor recreation, picnicking, boating, fishing, camping, trail uses and play areas	1-hour drive time; serving several communities	Arterial and bicycle access
Community Park	15+	Intense recreation facilities, athletic fields & complex, swimming pools, picnicking, and play areas	1 mile	Arterials or Collector, and bike and pedestrian access
Neighborhood Park	Less than 15	Intense recreation activities, field games, court games, crafts, playground apparatus, picnicking, etc.	0.5 mile	Any roadway, and bicycle and pedestrian access
Mini Park	1 or less	Specialized use facilities for special user groups (tots, seniors,) nature or historic information marker, etc.	0.25 mile or less	Any roadway, and bicycle and pedestrian access

Notes: For Mountain House park standards, refer to Chapter 7 of the Mountain House Master Plan.

NCR-8.10 Local Parks in Urban Communities

The County shall require an operational authority be designated and funding for operations and maintenance be established before a local park is developed within an Urban Community. (RDR)

NCR-8.11 Recreation Needs and Site Accessibility

The County shall ensure that recreation needs and site accessibility by the target service population are considered in the acquisition and development of new parks and recreation areas. (RDR)

NCR-8.12 Consideration of Special Needs Groups

The County shall give special consideration to the recreational needs of the elderly, persons with disabilities, youth, and people of low and moderate incomes in designing the layout, features, and programs for a park. (RDR)

NCR-8.13 Preserve Natural Features

The County shall encourage natural features to be preserved in recreation areas to increase opportunities for users to experience natural settings. (RDR)

NCR-8.14 Joint Use Facilities

The County shall cooperate and coordinate with school districts in the joint planning, acquisition of land, and use of school buildings and facilities for park and recreational opportunities. (IGC)

NCR-8.15 Prevent Misuse of Recreation Areas

The County shall strive to prevent the overuse and misuse of recreation areas. (PSP)

NCR-8.16 Recreation Opportunities Along Waterways

The County shall encourage areas for the following recreational opportunities to be provided along the County's waterways:

- bank fishing;
- boating;
- water skiing;
- hiking, bicycling, and horseback riding;
- picnicking; and
- nature study. (PSP)

NCR-8.17 Public Access to Waterways

The County shall ensure adequate public access to waterways at selected appropriate locations. (RDR/PSP)

NCR-8.18 Protect Water-Related Resources

The County shall protect water-related resources, especially the Delta, Moklumne River, and Stanislaus River, for their importance to recreational uses. (RDR/PSP)

NCR-8.19 Waterway Navigability

The County shall encourage the Corps of Engineers or other appropriate agencies to maintain navigability of the County's waterways. (IGC)

NCR-8.20 Promote Land Donations

The County shall promote donations of land for recreation. (PSP/FB)

NCR-8.21 Abandoned Publicly-Owned Land for Recreation

Prior to abandonment of any publicly-owned land, the County shall review the site for its recreational potential. (PSP)

NCR-8.22 Park Dedication and In-lieu Fees

The County shall require dedication of parkland or in-lieu fees for local parks until other methods of sufficient financing are established. In-lieu fees shall:

- be collected for new developments proposed in the county;
- include land acquisition and site development costs, such as grading, access, drainage, and fencing; and
- be given to the agency providing local recreation facilities. (RDR/FB)

NCR-8.23 Marina Facilities

The County shall require new or expanded marinas to include the following facilities: adequate restrooms, pumpout facilities, trash containers, and oil waste disposal facilities. (RDR)

NCR-8.24 Waterways, Levees, and Utility Corridors

The County shall consider waterways, levees, and utility corridors as major elements of the open space network and shall encourage their use for recreation and trails in appropriate areas. (PSP)

NCR-8.25 Levee Rehabilitation

The County shall advocate for inclusion of recreation sites and trails in State/Federal Delta levee rehabilitation plans and programs. (PSP/IGC)

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The Delta

The Delta is a "Place" of statewide significance and maintains a historical role in the County. Delta channels convey water, which supports a thriving agriculture industry, diverse wildlife populations, world-class recreational opportunities, navigable boating routes, and the transportation of commercial goods. Delta levees protect critical infrastructure of statewide importance, including rail lines, petroleum product pipelines, electricity transmission lines, water pipelines, and highways. Delta levees protect tens of thousands of acres of prime agricultural land, and are a vital component of fish and wildlife habitat. The Delta is also relied upon to provide water to much of California. These water exports place a significant burden on the health of the Delta.

The reliability of the Delta as a water supply source is increasingly threatened by declining ecosystem conditions due to intense pressure to increase water exports and the erosion of water quality standards meant to protect fish and wildlife and Delta. In addition, development within the Secondary Zone of the Delta has increased over the past several decades which has transformed land uses in the Secondary Zone of the Delta.

The Delta Protection Commission's Land Use and Resource Management Plan for the Primary Zone of the Delta (2010) offers guidance and policy direction for land uses within the Primary Zone of the Delta. The Delta Protection Commission's Land Use and Resource Management Plan sets out findings and policies on topics, including: environment; utilities and infrastructure; land use; agriculture; water; recreation and access; levees; marine patrol; and boater education and safety. The County's General Plan is required to be consistent with the Delta Protection Commission's Land Use and Resource Management Plan for the portion of San Joaquin County within the Primary Zone of the Delta. This section includes policies consistent with the Land Use and Resource Management Plan for all unincorporated land within the Primary Zone of the Delta. It also includes policies related to the Secondary Zone that ensure future development does not encroach or negatively impact agriculture ecosystems within the Delta.

Relationship to Other General Plan Elements

Delta resources are considered in the designation of land uses and the provision of public facilities and services in the Community Development Element. Many environmental hazards and safety issues, such as water quality and flooding hazards, are closely related to policies in the Delta section of the Natural and Cultural Resources Section. Hazardous materials can directly and indirectly affect such environmental resources as air, water, and wildlife within the Delta. Many of the policies in this section that are specific to the Delta are supplemented by policies other Elements in an effort to provide comprehensive solutions to multifaceted planning issues.

The Delta as a Place

The Delta plays a major role in the economy, natural environment, and human environment of San Joaquin County as well as the entire State of California. In addition to being part of a unique and important estuary ecosystem, the Delta provides a wide variety of goods and services that are supplied by the land, water, and people in the Delta. About one-quarter of California's drinking water comes from the Delta, two-thirds of Californians get some or all of their drinking water from the Delta, and about 3.0 million acres of agricultural lands are irrigated using water from the Delta. Transmission lines and transportation corridors are also an important part of the Delta.

The focus of this goal section is to ensure that the Delta continues to be preserved and recognized as a place of statewide significance.

GOAL D-1

To maintain the Delta's historic role in the county and ensure its continued role as a place of statewide significance.

D-1.1 Importance of the Delta

The County shall strive to ensure that the Delta continues to be recognized as an area of international importance and as a major agricultural, recreational, wildlife, and economic resource of San Joaquin County. (PSP)

D-1.2 Delta Support

The County shall preserve the cultural heritage, strong agricultural/economic base, unique recreational resources, and biological diversity of the Delta, and shall support the development of public/private facilities, such as museums, recreational trails, community parks, farm stands, community centers, and water access facilities within the Delta. (PSP)

Delta Governance

Land and water use in the Delta are managed by a complex network of federal and State laws and regulations related to water rights, water quality, endangered species management, and land development. In addition, local government regulates, controls, and is responsible for the Delta.

The focus of this goal section is to support regional and local governance of the Delta and its resources.

GOAL D-6

To protect and support continued local governance over Delta land use and resources.

D-2.1 Local Control and Responsibility

The County shall advocate for and protect local government regulations, land use controls, tax revenues, public health and safety, economic development, agricultural stability, recreation, and environmental protection within the Delta as provided by Federal and State law. The County shall actively oppose any effort to limit or remove local government control from the Delta. (RDR/PSP)

D-2.2 Regional Self-Sufficiency

The County shall advocate for implementation of conservation, recycling, reuse, and regional self-sufficiency as part of a Statewide improved flood management and water supply system. (RDR/PSP)

D-2.3 Non-Conventional Land Use Decisions

The County shall support and protect local government control over non-conventional land use decisions in the Delta, including, but not limited to: leases entered into by public agencies, dredging activities by special districts to facilitate interstate or international commerce on navigable waterways of the United States, and resolutions of necessity adopted as a precursor to filing an eminent domain action. (RDR/PSP)

D-2.4 Water Rights

The County shall protect existing water rights within the Delta, including the "area of origin" laws and anti-degradation policy of the State Water Resources Control Board for areas in the Delta, such that there is no deprivation of the water needed for present and future reasonable beneficial use in the areas where the water originates. (RDR/PSP)

D-2.5 Delta Stewardship Council

The County shall support Delta Stewardship Council actions that are consistent with and limited to those provided by State law or granted by appellate authority, and shall actively oppose any plans, actions, or perceived review authority by the Delta Stewardship Council that are not specifically granted by enabling legislation or appellate authority. (PSP/IGC)

Delta Economy and Recreation

The San Joaquin County portion of the Delta contains a large number and wide variety of recreational and economic opportunities for County residents. People live and work in the Delta. The Delta is a source of drinking and irrigation water. Infrastructure, including transportation, gas and electrical transmission facilities, and water conveyance facilities cross the Delta. Delta levees provide critical flood protection not only to homes and businesses, but to farms, habitats, and infrastructure facilities. The Delta is an important site for recreation (e.g., fishing, boating, waterskiing) and tourism activities. Because of the many uses within the Delta, it is very important to the local and State economies.

The focus of this goal section is to enhance the growth of three industries in the Delta: agriculture, recreation, and tourism.

GOAL D-3

To support the continued economic growth of agriculture, recreation, and tourism within the Delta.

D-3.1 Support Delta Tourism

The County shall support programs, such as designation of the Delta as a National Heritage Area, to encourage and enhance resource-based recreation, agritourism, and historical and cultural tourism in the Delta. (PSP)

D-3.2 Delta Agriculture

The County shall support efforts to maintain and enhance the value of Delta agriculture and value-added processing of Delta crops. (PSP)

D-3.3 Private Sector Investment

The County shall support private sector investment in the Delta that provides modern recreation and tourism facilities within the Delta and connects to the Delta's natural, cultural, and agricultural resources. (PSP)

D-3.4 Location-Based Recreation

The County shall support efforts to enhance recreation in the Delta, including enhancing Delta waterways, developing dispersed points of natural and cultural interest and focal points, and expanding access to natural resource areas. (PSP)

D-3.5 Waterway Facilities and Access

The County shall encourage expansion of existing privately-owned, water-oriented recreation and access facilities, and ensure appropriate planning, development, and funding for expansion, ongoing maintenance, and supervision of existing public recreation and access areas. (RDR/PSP)

D-3.6 Delta Trails

The County shall encourage the development of a regional system of trails within the Delta provided that trails are located and developed to mitigate and minimize potential environmental, agricultural, infrastructure, and law enforcement conflicts, and does not adversely affect private property. (RDR/PSP)

D-3.7 Delta Branding

The County shall support and participate in efforts to consistently brand and market the Delta as a major recreation and tourism attraction. (PSP/IGC/JP)

Development in the Delta

Activities and facilities in the Delta contribute greatly to the economies of the local communities, cities, San Joaquin County, the Stockton/Sacramento/Bay Area region, and the State of California. As a source of water, the Delta facilitates agricultural production in many parts of the state.

The focus of this goal section is to protect the long-term viability of agricultural operations, natural ecosystems, and the Delta heritage.

GOAL D4

To regulate development within the Delta to ensure the long-term viability of agricultural operations, success of natural ecosystems, and continuation of Delta heritage.

D-4.1 Preserve Delta Heritage

The County shall protect the unique character and qualities of the Delta Primary Zone by preserving the Delta's cultural heritage and the strong agricultural base. (RDR/PSP)

D-4.2 Emphasize Agricultural Uses

The County shall promote and facilitate agriculture and agriculturally-supporting commercial and industrial uses as the primary land uses in the Primary Zone; recreation and natural resource land uses shall be supported in appropriate locations and where conflicts with agricultural land uses or other beneficial uses can be minimized. (RDR/PSP)

D-4.3 General Plan Amendments in the Primary Zone

The County shall ensure that General Plan amendments affecting areas within the Primary Zone are carried out consistent with criteria set forth in Public Resources Code Section 29763.5, which requires the Delta Protection Commission to make findings as to the potential impact of the amendment on the Primary Delta and agricultural practices within the Primary Delta. (RDR/PSP)

D-4.4 General Plan Consistency

The County shall require that any private water conveyance plan for the Delta be consistent with the goals and policies in this General Plan and supported by clearly demonstrated improvement of the entire State's water management. (RDR/PSP)

D-4.5 Delta Boundaries and the General Plan

The County shall seek to ensure that future changes to the boundaries of the Delta, including the boundaries of the Primary and Secondary Zones, are consistent with the goals and policies of this General Plan. (RDR/PSP)

D-4.6 Secondary Zone of the Delta

The County shall support and protect any plan, program, project, or activity within the Secondary Zone of the Delta, which is consistent with an adopted general plan, sphere of influence, specific or master plan, development agreement, subdivision map, and/or other land use entitlement or permit that has received environmental certification under the California Environmental Quality Act, and/or which otherwise has "vested rights" in effect. (RDR/PSP)

D-4.7 Delta Development Limitations

The County shall regulate new development within flood hazard areas in the Delta consistent with the statutory requirements contained in the Delta Plan. Increased flood protection shall not provide a basis for new residential designations or increased densities beyond those allowed under zoning and general plan designations. (RDR)

D-4.8 Limit Non-Agricultural Uses on Delta Islands

The County shall generally limit development in the Delta islands to water-dependent uses, recreation, and agricultural uses. (RDR/PSP)

D-4.9 Conversion of Delta Farmland to Wetlands

The County shall not allow the conversion of prime farmland within the Delta into wetlands, with the exception of the Lower San Joaquin River Floodplain, as defined in the Delta Plan. (RDR/PSP)

D-4.10 Infrastructure Serving Delta Uses

The County shall prohibit new wastewater treatment facilities in the Delta Primary Zone (including storage ponds) that support development or business outside of the Delta Primary Zone. (RDR/PSP)

Delta Resources

The San Joaquin County portion of the Delta contains a large number and wide variety of scenic and recreational opportunities for County residents. In addition, the Delta provides habitat for numerous species listed as threatened or endangered under CESA or ESA, including: Chinook salmon (winter and spring runs), Central Valley Steelhead, Delta smelt, Southern distinct population segment of the green sturgeon, Valley elderberry longhorn beetle, and Delta green ground beetle.

The focus of this goal section is to support and protect the Delta ecosystem.

GOAL D-5

To preserve and protect open space and resource conservation areas within the Delta.

D-5.1 Protect Delta Ecosystem

The County shall support the protection and restoration of the Delta ecosystem in perpetuity, including adequate water supply and quality. (PSP)

D-5.2 Delta Protection

The County shall ensure that waterway development and development on Delta islands protects the natural beauty, fisheries, wildlife, riparian vegetation, and the navigability of the waterway. (RDR)

D-5.3 Agricultural Habitat Areas

The County shall encourage management of agricultural lands within the Delta which maximize seasonal and year-round wildlife habitat, through techniques such as fall and winter flooding, leaving crop residue, creation of mosaic of small grains and flooded areas, wildlife friendly farming, controlling predators, controlling poaching, controlling public access, and others. (PSP)

D-5.4 Discourage Dredge Spoils

The County shall strongly discourage use of the Delta channel islands for levee materials or deposition of dredge spoils. The County shall support the use of dredge spoils for strengthening levees and levee maintenance. (PSP)

D-5.5 Reduce Boater Recreation Impacts

The County shall support public educational programs to ensure that boater-recreational use in the Delta does not disturb wildlife or vegetation or weaken levees. (IGC/PI)

Delta Water Supply and Quality

Due to the operation of water export projects (i.e., Central Valley Project and State Water Project) the water quality within the Delta has significantly deteriorated. Water quality and supplies within the Delta necessary to support agricultural uses and fishery resources is often inadequate and causes negative economic impacts to the County.

The focus of this goal section is to work with State and local efforts to protect and improve the Delta water resources, specifically for agricultural uses and ecosystems management.

GOAL D-6

To protect Delta water supplies for agricultural uses and ecosystems enhancement and improve overall Delta water quality.

D-6.1 Delta Water Quality Improvement Projects

The County shall support projects that protect and improve the quality and quantity of water in the Delta region for local agricultural, municipal, and industrial uses and maintain appropriate outflow for a healthy estuary. (PSP)

D-6.2 Protect Delta Water Rights

The County shall defend the existing water right priority system and legislative protections established for the Delta. (PSP)

D-6.3 Delta Water Quality Coalition

The County shall support efforts of the San Joaquin County and Delta Water Quality Coalition to help farmers and ranchers reduce impacts to Delta water through best management practices, workshops, grower meetings, pesticide application information workshops and monitoring of water quality. (PSP/IGC)

D-6.4 Delta Pool Concept

The County shall support the "Delta common pool concept," in which the common resources provide quality freshwater supply to all Delta users, requiring mutual responsibility to maintain, restore, and protect the common resource. (PSP)

D-6.5 Water Storage Options

The County shall advocate for the study of above- and below-ground storage options as part of a statewide improved flood management and water supply system. (IGC/PSR)

Delta Safety

Delta levees protect critical infrastructure of statewide importance, including rail lines, petroleum product pipelines, electricity transmission lines, water pipelines, and highways. Delta levees also protect tens of thousands of acres of prime agricultural land, and are a vital component of fish and wildlife habitat. Historically, there have been levee failures in the Delta; however, due to intensified rehabilitation and maintenance efforts, there have only been 22 failures in the Delta since 1990. Levee failures not only jeopardize the County's economy, but the lives and property of the people that live and work in the Delta.

The focus of this goal section is to maintain the levees and other infrastructure in order to keep residents, visitors, and agricultural resources safe.

GOAL D-7

To maintain Delta levees and infrastructure to provide safety and security to residents, visitors, and agricultural resources.

D-7.1 Infrastructure Protection

The County shall continue to protect key infrastructure systems within the Delta that are of statewide importance, including highways, railroads, aqueducts, and electricity and natural gas lines and storage. (RDR/PSR)

D-7.2 Improve Delta Levees

The County shall support projects that rehabilitate, improve, and maintain the physical integrity and long-term viability of Delta levees to more fully address the risks due to earthquakes, extreme floods, extreme weather, high tides, and sea-level rise, allow for improved flood protection and emergency response, and allow for growth of vegetation on the water side of levees to improve habitat. The County encourages and supports improvement of all Delta levees to meet or exceed PL-84-99 standards. (RDR/PSP)

D-7.3 New Development Near Levees

The County shall require new development within the Delta to be set back from levees and areas that may be needed for future levee expansion consistent with local reclamation district regulations and the California Department of Water Resources Central Valley Flood Control Plan. The County shall support efforts to address levee encroachments that are detrimental to levee maintenance. (RDR)

D-7.4 Emergency Levee Repairs

The County shall support local, State, and Federal programs for emergency levee repairs in the Delta, including, but not limited to: interagency agreements and coordination; designation of emergency funds; emergency flood-flight supply stockpiling; emergency contracting procedures; emergency permitting procedures; and other necessary elements. (PSP)

D-7.5 Levee Funding

The County shall support funding mechanisms that provide for the longer-term improvement and maintenance of Delta levees, improve levees up to a 200-year flood protection level, and coordinate Delta emergency preparedness, response, and recovery. (PSP)

D-7.6 Public Nuisance

The County shall support efforts to address and eliminate local public nuisance and safety issues, such as trespassing, littering, and theft. (RDR/IGC)

D-7.7 Communication and Coordination

The County shall work with State and local agencies to manage and implement boating and waterway-related programs, including but not limited to, marine patrols, removal of debris and abandoned vessels, invasive species control and containment, clean and safe boating education and enforcement, maintenance of existing anchorage, mooring and berthing areas, and emergency response in the Delta. (PSP/IGC)

D-7.8 Sunken Debris Removal

The County shall support and encourage programs for Delta waterways that provide opportunities for safe boating and recreation, including removal of floating and sunken debris and abandoned vessels from Delta waterways in collaboration with appropriate agencies. (IGC)

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POLICY DOCUMENT PART 4

Administration and Implementation

Introduction

If the County's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This section begins with an outline of the process for reviewing and updating the 2035 General Plan and a program for monitoring its implementation. The section also outlines requirements for implementing the County's General Plan consistent with its goals, policies, standards, and programs, and provides an overview of the types of actions or tools the County will use to implement the Plan's policies. Part 4 concludes with tables that list specific implementation programs.

General Plan Maintenance and Monitoring

The County is committed to annually reviewing its progress in implementing the goals and policies of the General Plan. Since many of the factors and issues that the General Plan addresses change from year-to-year, an annual review and reporting of implementation will help ensure the County is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

Annual General Plan Implementation Review

Preparation and adoption of the General Plan is a beginning step in the comprehensive planning and development of San Joaquin County. Its basic purpose is to provide a guide for specific action. State planning law requires that the Planning Commission annually submit a report to the Board of Supervisors on the status of the Plan and the progress of its application. By going through this process, it is possible to regularly reexamine the Plan's premises and evaluate progress made on its implementation. Implementation actions may need to be modified annually as new studies are completed.

Five-Year General Plan Review and Update

The General Plan should not be viewed as a final statement of the County's vision. Over time the County's population will change, its goals will be redefined, and the physical environment in which its residents live and work will be altered. San Joaquin County will undergo change continuously; the Plan simply represents a depiction at this particular point of how the planning policies apply to the future. In order for the Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions.

Progress in implementing the General Plan should be reported, annually. At least once every five years, the County should thoroughly review the 2035 General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan including the goals, policies, and implementation programs. In the longer-term the County will comprehensively update the General Plan. A comprehensive revision is necessary to recognize: changing conditions, both internal and external to the County; the availability of more recent planning data; and shifts in community values.

General Plan Amendments

As conditions and needs change, the County will need to consider proposed amendments to the General Plan. State law permits the Plan to be amended up to four times in any calendar year, unless special conditions apply as defined by Government Code Sections 65358(c) and (d). Each amendment may contain more than one change to the Plan. Like the adoption of the General Plan itself, General Plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. Each of the changes will need to be carefully evaluated not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

General Plan Consistency in Implementation

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of County actions that must be consistent with the General Plan:

- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Master Plan and Planned Unit Development
- Subdivision approvals
- Development Code and Zoning
- Development projects

General Plan/Zoning Consistency

The table on the following page shall be used to determine the consistency between General Plan land use designations and the zones established in the Development Title, The Zoning Map shall be updated

within a reasonable period of time so the zones shown are consistent with the designations on the Land Use Diagram of the General Plan.

ZONING DESIGNATION	R/R	R-VL	R/L	R/M	R/LM	R/MH	R/H	C/N	C/C	C/G	C/O	C/FS	C/RS	C/R	I/L	I/G	I/T	I/W	A/G	A/I	A/L	A/UR	OS/RC	OS/O	P	M/X	AP/X
	Residential							Commercial							Industrial				Agric.				Open Space		Public .	Mixed Use	
R-R	X																						X		X		
R-VL		X																					X		X		
R-L			X		X																		X		X		
R-M				X	X																		X		X		
RMH						X																	X		X		
R-H							X																X		X		
C-L		X	X	X	X	X	X								X	X							X		X		
C-N								X															X		X		
C-C									X														X		X		
C-G										X													X		X		
C-O											X												X		X		
C-RS													X										X		X		
C-X																			X		X		X		X		
C-FS												X											X		X		
C-R														X									X		X		
I-W															X			X					X		X		
I-P															X								X		X		
I-L															X			X					X		X		
I-G																X							X		X		
I-T																	X								X		
A-G	X												X						X				X	X	X		
A-I																				X							
A-L																					X		X		X		
A-U	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X				X	X	X	X		
P-F	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X		X	X	X	X	X		
PD	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X		X	X		X	X	X	X	X		
M-X																										X	
AP-X																											X

Project Review Process

The County's project review process involves the examination of development proposals for their conformance with the County General Plan and the documents cited above. Through the active participation of several County departments, this process has the most direct influence on the County's ability to carry out the primary development and conservation policies of this Plan. Key components of

the review process includes environmental assessment and permit review, as specified in the Development Title. Many projects require public hearings which are held by the Planning Commission and, in some cases by the Board of Supervisors. Conditions may be applied to discretionary projects to ensure conformance with County policies. The General Plan requires all development approvals to be consistent with the General Plan.

Environmental Review

The County's environmental review process, which is mandated by the California Environmental Quality Act (CEQA), plays a crucial role in the implementation of many policy areas of the General Plan. Each discretionary project is reviewed for its effects on the physical environment through preparation of an Initial Study. When potentially significant environmental effects of a project are identified, the preparation of an Environmental Impact Report is required to analyze those impacts in depth, to develop mitigation measures which can be incorporated into the project to minimize or avoid impacts, and to evaluate alternatives to the project that might eliminate the adverse effects. Many of the Plan's goals and objectives are implemented through this process, particularly those dealing with avoidance of hazards and the preservation of natural and heritage resources.

Capital Improvements and Land Acquisition

Through its expenditures for improvements and acquisition of land, the County meets many of the needs identified in the General Plan. Capital improvements include roads; public buildings and equipment; sewer, water, and drainage facilities; and parks. The County will be working toward the development of a five-year Capital Improvement Program (CIP) to coordinate capital expenditures. The CIP must be reviewed for consistency with the County General Plan. The CIPs of other public agencies, and proposed land acquisitions, must also be reviewed by the County for consistency with the Plan, if the projects are in the unincorporated areas.

Categories of Implementation Actions/Tools

The County will implement the goals and policies of the General Plan through many actions and tools that can be grouped according to the eight categories listed below. The two- to four-letter identifiers (italicized and in parentheses) are used in Part 3 of the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs section of Part 4 to indicate the type of specific implementation program:

- Regulation and Development Review (RDR)
- Plans, Strategies, and Programs (PSP)
- Financing and Budgeting (FB)
- Planning Studies and Reports (PSR)
- County Services and Operations (SO)
- Intergovernmental Coordination (IGC)
- Joint Partnerships with the Private Sector (JP)
- Public Information (PI)

REGULATION AND DEVELOPMENT REVIEW (RDR)

Many General Plan policies are implemented through regulations adopted by the County based on the County's "police power" to protect public health, safety, and welfare. County ordinances also create a development review process that provides for County review of individual project proposals and authorizes the County to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

- Master plans
- Specific plans
- Zoning ordinances
- Subdivision ordinances
- Building and other codes
- Habitat conservation plans
- California Environmental Quality Act (CEQA)
- Development review

PLANS, STRATEGIES, AND PROGRAMS (PSP)

The County has adopted many plans, strategies, and programs focusing the County's attention on various types of County services and facilities, types of development, or geographic areas. These are prepared to provide more specific direction for County decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of plans, strategies, and programs commonly used to implement the General Plan:

- Economic Development Strategy
- Facility (water, wastewater, drainage) plans
- Service (law enforcement, fire) plans
- Agriculture Mitigation Program
- Economic Development Strategy

FINANCING AND BUDGETING (FB)

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of County services require financial resources that are derived from various sources. Programming of County capital projects and their funding over time is outlined in the County's budget, which is updated annually. The following is a list of typical revenue sources used by or available to the County to support development, maintenance, or operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees

- Development fees
- Quimby Act (Park) dedications
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- State and Federal funding

PLANNING STUDIES AND REPORTS (PSR)

The County conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the Board of Supervisors as needed or are prepared annually to report on the status and implementation of the General Plan or a master plan. The following is a list of planning studies and reports commonly prepared by a county:

- Annual General Plan implementation report
- Vacant land inventory

COUNTY SERVICES AND OPERATIONS (SO)

The County provides a broad range of services to its residents, businesses, and visitors and manages and operates its facilities to meet community needs. How the County provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented. The following is a list of services and operations commonly carried out by a County:

- Water, wastewater, drainage service
- Solid-waste service
- Law enforcement/fire service
- Parks service

INTER-GOVERNMENTAL COORDINATION (IGC)

The County must coordinate with numerous local, regional, State, and Federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as cities within the County, special districts, and school districts
- Regional agencies such as San Joaquin County Local Agency Formation Commission (LAFCO), San Joaquin Valley Air Pollution Control District (SJVAPCD), and San Joaquin Council of Governments (SJCOG)
- State agencies such as Caltrans, General Services, California Environmental Protection Agency (EPA), and Native American Heritage Commission (NAHC)
- Federal agencies such as U.S. Military, U.S. Fish and Wildlife Services (USFWS), U.S. Army Corps of Engineers, and Federal Emergency Management Agency (FEMA)

JOINT PARTNERSHIPS WITH THE PRIVATE SECTOR (JP)

The County can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the County can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan. The following is a list of joint partnership arrangements with the private sector commonly used by a County:

- Design-build
- Design-finance-build
- Design-build-maintain/operate
- Service, operation, and maintenance contracts
- Public service operation license
- Divestiture

PUBLIC INFORMATION (PI)

The County can use a wide range of tools to keep the County's residents informed of County services or other issues of current interest. There is a wide range of tools to keep the residents informed of local services or other issues of current interest. Public information can be distributed through media or outreach efforts such as:

- Brochures and pamphlets
- Websites
- Public access television
- Radio
- Newspapers
- Workshops and seminars
- Public hearings
- Neighborhood and community meetings
- Customer service hotlines

Specific Implementation Programs

Specific implementation programs are listed in the following tables. Following each implementation program is a description of which policy(ies) the program implements, which County department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

An implementation program is an action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and an estimated time frame for its accomplishment. These time frames are general guidelines and may be adjusted based on County staffing and budgetary considerations.

The implementation program tables are organized as follows:

- Table 4-1: Land Use
- Table 4-2: Communities
- Table 4-3: Economic Development
- Table 4-4: Transportation and Mobility
- Table 4-5: Infrastructure and Services
- Table 4-6: Public Health and Safety
- Table 4-7: Natural and Cultural Resources

Land Use (LU)

LU	Community Development Element Table 4-1: Land Use	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program LU-A: Development Title Consistency. The County shall update the Development Title to ensure consistency with the General Plan Land Use Diagram and the policies in the General Plan. (RDR)						
Implements Which Policy(ies)	LU-1.3; LU-1.9; LU-2.15; LU-2.17	✘				✘
Responsible Department(s)	Community Development					
Supporting Department(s)						
Program LU-B: County General Plan Consistency. The County shall prepare written comments to the Local Agency Formation Commission (LAFCO) regarding the consistency with the General Plan of any proposed changes in the sphere of influence or other urban boundaries for governmental entities that provide water or sewer services. (RDR/IGC)						
Implements Which Policy(ies)	LU-1.10; LU-7.13					✘
Responsible Department(s)	Community Development					
Supporting Department(s)						

LU	Community Development Element Table 4-1: Land Use	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program LU-C: General Plan Review. The County shall annually review the General Plan, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The review will entail a report to the Planning Commission and Board of Supervisors that includes, if necessary, recommendations for amendments to the General Plan. (PSP/PSR)						
Implements Which Policy(ies)	LU-1.2; LU-1.3				✘	
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works, Environmental Health					
Program LU-D: GIS Database. The County shall develop and maintain a GIS database that identifies, by parcel, land use, infrastructure, and environmental information. (PSR)						
Implements Which Policy(ies)	LU-1.2; LU-1.3		✘			✘
Responsible Department(s)	Community Development					
Supporting Department(s)						

Communities (C)

C	Community Development Element Table 4-2: Communities	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program C-A: Standards for Facilities and Services in Rural Communities. The County shall adopt standards for facilities and services in rural communities that protect basic public health and safety and the environment, but are financially supportable at rural densities and do not encourage urban development. (RDR)						
Implements Which Policy(ies)	C-3.4; C-3.5		✘			
Responsible Department(s)	Community Development, Environmental Health					
Supporting Department(s)						
Program C-B: Circulation Improvements for Lockeford, The County shall continue to explore the feasibility of a State Route 12/88 bypass around Lockeford. As an interim solution to congestion as planned development occurs, the County shall evaluate and consider operational improvements along the highway and circulation improvements within Lockeford. If a bypass is built, the County shall a re-evaluation the planned land uses plan within Lockeford. (RDR)			✘			
Implements Which Policy(ies)	C-3.4; C-3.5					
Responsible Department(s)	Public Works, Community Development					
Supporting Department(s)						

Economic Development (ED)

ED	Community Development Element Table 4-3: Economic Development	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
ED-A: Economic Development Strategy. The County shall prepare and submit an annual report to the Board of Supervisors that evaluates implementation of the Comprehensive Economic Development Strategy, and shall review and update, as necessary, the Strategy every five years. (PSP)						
Implements Which Policy(ies)	All ED Policies	✘		✘	✘	
Responsible Department(s)	Employment & Economic Development					
Supporting Department(s)	County Administrator's Office					
ED-B: Monitor Jobs/Housing Ratio. The County shall work with the cities in the County to monitor the ratio of employment opportunities to housing, and report annually to the Board of Supervisors on the jobs/housing balance. (PSR)						
Implements Which Policy(ies)	ED-1.4				✘	✘
Responsible Department(s)	Community Development					
Supporting Department(s)	Employment & Economic Development					

ED	Community Development Element Table 4-3: Economic Development	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
ED-C: Inventory Available Space. Work with the San Joaquin Partnership, cities within the County, chambers of commerce, and real estate representatives to annually inventory existing commercial and industrial space, as well as vacant and underutilized commercial and industrial sites. The County shall report annually to the Board of Supervisors on the availability of commercial and industrial space for new development and new businesses. (PSR)					X	
Implements Which Policy(ies)	ED-3.1					
Responsible Department(s)	Employment & Economic Development					
Supporting Department(s)	Community Development, County Administrator's Office					
ED-D: Information on Permitting Procedures. The County shall prepare and distribute information that effectively outlines permitting and licensing procedures to facilitate the process for starting a new business in the County. (PI)						
Implements Which Policy(ies)	ED-1.3	X				X
Responsible Department(s)	Employment & Economic Development					
Supporting Department(s)	Community Development; Public Works					
ED-E: New and Existing Business Support. The County shall identify and develop financial incentives to attract new investment and support existing businesses, particularly small locally-owned businesses. This should include pursing funding for entrepreneurial entities, including private and venture capital funding. (PSP/FB)						
Implements Which Policy(ies)	ED-1.2	X				
Responsible Department(s)	Community Development, County Administrator's Office					
Supporting Department(s)	Public Works					

ED	Community Development Element Table 4-3: Economic Development	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
ED-F: Innovative Technology Businesses. The County shall work with San Joaquin Partnership and other economic development organizations to conduct a study to identify innovative technology businesses (e.g., green technology, alternative energy, and research and development) that San Joaquin County has a competitive advantage in attracting. Based on findings from the study, the County shall develop and implement a strategy to attract firms in innovative industries to the County. (PSR)		✘				
Implements Which Policy(ies)	ED-1.5; ED-2.4					
Responsible Department(s)	Employment & Economic Development					
Supporting Department(s)	County Administrator's Office					
ED-G: Customer Service. The County shall conduct annual customer service rating surveys to elicit feedback from businesses in the County on County services. The County shall report to the Board of Supervisors on findings from the study and adjust its customer service policies and procedures, as necessary, to provide the best possible service. (PSP/PSR)					✘	
Implements Which Policy(ies)	ED-1.3					
Responsible Department(s)	Employment & Economic Development					
Supporting Department(s)	Community Development; Public Works					

ED	Community Development Element Table 4-3: Economic Development	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
ED-H: Wine and Hospitality Overlay Zone. The County shall support the expansion of the wine and hospitality industries by developing and maintaining appropriate regulations that identify areas of the County appropriate for expanding the wine and hospitality industries. (RDR)						
Implements Which Policy(ies)	ED-4.7; ED-5.2					✘
Responsible Department(s)	Community Development					
Supporting Department(s)	N/A					

Transportation and Mobility (TM)

TM	Public Facilities and Services Element Table 4-4: Transportation and Mobility	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program TM-A: Traffic Mitigation Fee. The County shall review and update, as necessary, its traffic impact mitigation and road improvement fees per AB 1600. (RDR/FB)						
Implements Which Policy(ies)	TM-1.15; TM-1.18; TM-2.6	✘		✘		
Responsible Department(s)	Public Works					
Supporting Department(s)						

TM	Public Facilities and Services Element Table 4-4: Transportation and Mobility	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program TM-D: Update Roadway Standards. The County shall continue to review and update the Roadway Standards within the Development Title as necessary to reflect the policies of the General Plan. (RDR)						
Implements Which Policy(ies)	TM-3.1	✘				
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
Program TM-E: Traffic Studies. The County shall update, as necessary, standards, criteria for defining significant impacts, and procedures for traffic studies to determine needed road improvements. (RDR)						
Implements Which Policy(ies)	TM-3.2; TM-3.7; TM-3.9; TM-3.11	✘				
Responsible Department(s)	Public Works					
Supporting Department(s)						
Program TM-F Driveway Standards. The County shall update, as necessary, access standards for driveways and other encroachments on County roads. On State highways these standards shall be coordinated with Caltrans. (RDR)						
Implements Which Policy(ies)	TM-3.3	✘				
Responsible Department(s)	Public Works					
Supporting Department(s)						

TM	Public Facilities and Services Element Table 4-4: Transportation and Mobility	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program TM-G: Bicycle Master Plan. The County shall review and update the Bicycle Master Plan every five years to ensure its applicability to the current state of the bicycle network, bicycle facilities, and bicycle ridership numbers. (PSP)						
Implements Which Policy(ies)	TM-4.1; TM-4.7; TM-4.8; TM-4.9					✘
Responsible Department(s)	Public Works					
Supporting Department(s)						

Infrastructure and Services (IS)

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-A: Infrastructure Improvements and Funding. The County shall prepare, adopt, and periodically update capital improvement programs for all County-owned and operated facilities and services to ensure consistency with the General Plan in order to maintain an adequate level-of-service. (PSP/FB)						
Implements Which Policy(ies)	IS-1.1; IS-1.3; IS-1.4; IS-1.5					✘
Responsible Department(s)	General Services					
Supporting Department(s)	Public Facilities					

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-B: Climate Change Impacts Monitoring. The County shall monitor and prepare regular reports on expected impacts on public facilities and services due to the results of climate change. Based on findings from these reports, the County shall make necessary updates to facility and services plans and operations to help the County adapt to the anticipated effects of climate change. (PSR)						
Implements Which Policy(ies)	IS-1.11					X
Responsible Department(s)	Public Facilities					
Supporting Department(s)	Community Development, Public Works, Office of Emergency Services, Sheriff					
Program IS-C: Sustainability Master Plan. The County shall prepare and adopt a Sustainability Master Plan that guides County efforts to incorporate sustainability strategies (e.g., energy efficiency, water conservation, waste reduction/recycling, purchasing preferences) into its facilities, operations, and activities. (PSP/SO)						
Implements Which Policy(ies)	IS-3.2	X				
Responsible Department(s)	County Administrator					
Supporting Department(s)	Public Works, Community Development, Public Works, Office of Emergency Services, Sheriff					
Program IS-D: Required Water Supply Facilities. The County shall update the Development Title to specify requirements for water supply facilities for new development. (RDR)						
Implements Which Policy(ies)	IS-5.1; IS-5.2	X				
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works, Environmental Health					

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-E: Water Conservation Ordinance. The County shall review and update, as necessary, the Water Conservation Ordinance to incorporate best management practices for conserving water. (RDR)						
Implements Which Policy(ies)	IS-4.8	X				
Responsible Department(s)	Public Works					
Supporting Department(s)						
Program IS-F: Water Conservation Education. The County shall work with water districts and public agencies in the County to continue implementing a water conservation education program to increase public awareness of efficiently conserving, using, reusing, and managing water resources and incentives to install conservation measures. (IGC/PI)						
Implements Which Policy(ies)	IS-4.8; IS-4.18; IS-4.19; IS-20		X			X
Responsible Department(s)	Public Works					
Supporting Department(s)						

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-G: Wastewater System Standards. The County shall review and update onsite septic system standards consistent with the State Water Resources Control Board Onsite Wastewater Treatment Systems Policy. (RDR)						
Implements Which Policy(ies)	IS-6.1; IS-6.3; IS-6.4	✘				
Responsible Department(s)	Environmental Health					
Supporting Department(s)	Public Works					
Program IS-H: Required Wastewater Services. The County shall update the Development Title to include specific wastewater treatment requirements for new development. (RDR)						
Implements Which Policy(ies)	IS-6.3	✘				
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works, Environmental Health					

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-I: Best Management Practices. The County shall prepare and adopt updated low-impact development (LID) standards and best management practices (BMPs) for new development projects as part of its stormwater management and grading ordinance. These standards and BMPs will ensure compliance with National Pollutant Discharge Elimination System (NPDES) Phase 1 and Phase 2 Municipal Separate Storm Sewer System programs (MS4). It will also encourage alternative storm water management systems, natural drainage systems and LID approaches to managing stormwater that improve water quality. (RDR)		✘				
Implements Which Policy(ies)	IS-7.1					
Responsible Department(s)	Public Works					
Supporting Department(s)						
Program IS-J: Mandatory Collection Ordinance. The County shall develop and adopt an ordinance requiring solid waste collection, including recycling, from all Urban and Rural communities. (RDR)		✘				
Implements Which Policy(ies)	PHS-6.5					
Responsible Department(s)	Public Works					
Supporting Department(s)	Environmental Health					

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-K: Waste-to-Energy. The County shall prepare a study on the feasibility of developing a waste-to-energy facility, including a methane gas recovery operation. Based on findings from the study, the County shall make recommendations to the Board of Supervisors for follow-up implementation. (PSR)						
Implements Which Policy(ies)	PHS-6.4; PHS-6.5		X			
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development, Environmental Health					
Program IS-L: Waste Management Plan. The County shall review and update as necessary the Waste Management Plan every five years. (PSP)						
Implements Which Policy(ies)	IS-7.4	X		X		
Responsible Department(s)	Public Works					
Supporting Department(s)						
Program IS-M: Undergrounding of Utilities. The County shall update the Development Title to include provisions regarding the underground placement of gas and electricity transmission and distribution facilities and telecommunications facilities. (RDR)						
Implements Which Policy(ies)	LU-3.1; LU-3.10	X				
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-N: Library Facilities Master Plan. The County shall review and update as necessary the Stockton-San Joaquin County Library Facilities Master Plan every five years. (PSP)						
Implements Which Policy(ies)	LU-9.1	✘		✘		
Responsible Department(s)	Stockton-San Joaquin County Public Library					
Supporting Department(s)						
Program IS-O: Ongoing Needs Assessment. The County shall conduct a bi-annual survey to assess the need for additional library services at existing branch libraries and by the bookmobiles. Based on findings from the studies, the County shall make recommendations to the Stockton-San Joaquin County Library on addressing identified deficiencies and needs. (PSP/PI)					✘	✘
Implements Which Policy(ies)	LU-9.1					
Responsible Department(s)	Stockton-San Joaquin County Public Library					
Supporting Department(s)						

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-P: Seasonal Law Enforcement Standard. The County shall establish a seasonal law enforcement service standard to address increased demand for deputies on County waterways during certain periods of the year. The standard shall be based on relevant factors, such as the number of registered boaters in the County, the number of calls for service from previous years, and service population averages. (RDR)		✘				
Implements Which Policy(ies)	IS-1.1					
Responsible Department(s)	Sheriff					
Supporting Department(s)						
Program IS-Q: Fireflows. The County shall coordinate with local fire districts and CalFire to update the Development Title to include water system fireflow requirements for new development. (RDR/IGC)		✘				
Implements Which Policy(ies)	IS-5.1; IS-5.6					
Responsible Department(s)	Community Development					
Supporting Department(s)						
Program IS-R: Defensible Space. The County shall develop and adopt a Defensible Space Concepts Design Review Manual. (RDR)			✘			
Implements Which Policy(ies)	PHS-4.3; PHS-4.4; PHS-4.5					
Responsible Department(s)	Community Development					
Supporting Department(s)						

IS	Public Facilities and Services Element Table 4-5: Infrastructure and Services	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
Program IS-S: Impact Fees. The County shall develop and adopt impact fees to offset the costs of providing fire and law enforcement services. (FB)						
Implements Which Policy(ies)	PHS-4.2	✘				
Responsible Department(s)	Community Development					
Supporting Department(s)	CAO, Sheriff					

Public Health and Safety (PHS)

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-A: Emergency Operations Plans and Hazard Mitigation Plans. The County shall review and update the following emergency operations and hazard mitigation plans every five years: • Emergency Operations Plan, • Mountain House Community Emergency Operations Plan, • Multi-Hazard Functional Plan, and • Local Hazard Mitigation Plan, and • Flood Safety Plan and Contingency Mapping. (PSP/SO)		✘	✘	✘		
Implements Which Policy(ies)	PHS-1.3					
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)						

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-B: Emergency Evacuation Routes. The County shall provide information about emergency evacuation routes to the public through the County website. (PI)						
Implements Which Policy(ies)	PHS-1.3; PHS-1.10	✘				✘
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)	Public Works					
PHS-C: Disaster Simulation Exercise. The County shall coordinate a biannual disaster simulation exercise to clarify and test staff emergency duties. (SO)						
Implements Which Policy(ies)	PHS-1.4	✘	✘	✘	✘	✘
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)	Sheriff's Department					
PHS-D: Emergency Preparedness Information Program. The County shall continue to prepare brochures and fliers, and provide information on its website to inform citizens of government emergency plans and encourage business, agency, and household emergency preparedness. (PI)						
Implements Which Policy(ies)	PHS-1.2; PHS-1.3; PHS-1.5					✘
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)						

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-E: Climate Change Monitoring and Adaptation. The County shall develop and implement a program to monitor the impacts of climate change and uses adaptive management to develop new strategies and modify existing strategies to respond to the impacts of climate change. (PSP/PSR)						
Implements Which Policy(ies)	PHS-1.1	✘				✘
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)	Community Development, Public Works					
PHS-F: Climate Change Information Program. The County shall prepare brochures and fliers, and provide information on its website to inform citizens of the potential impacts of climate change and how they can prepare for those impacts. Specifically, the promotional materials shall include information on the impacts of heat on human health. (PI)						
Implements Which Policy(ies)	PHS-1.1					✘
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)	Community Development, Public Works					
PHS-G: Countywide Flood Evacuation Plan. The County shall review and update, as necessary, San Joaquin County Flood Evacuation Plans every five years. (PSP)						
Implements Which Policy(ies)	PHS-2.21, PHS-2.22		✘	✘		
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)	Community Development					

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-H: Floodplain Management Ordinance. The County shall annually review and update, as necessary, Special Flood Hazard Area provisions contained in the Development Title to ensure adequate protection for structures located within identified flood zones. The County shall ensure that ordinance reflects Federal and State mandated flood management requirements (RDR/PSP)						
Implements Which Policy(ies)	PHS-2.1; PHS-2.2; PHS-2.3; PHS-2.4; PHS-2.7; PHS-2.8; PHS-2.9	X	X	X		
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
PHS-I: Development Title. The County shall amend the Development Title pursuant to California Government Code Section 65860.1 to provide consistency with amendments made to the General Plan pursuant to California Government Code Section 65302.9 for flood risk management. (RDR)						
Implements Which Policy(ies)	PHS-2.1; PHS-2.3; PHS-2.4; PHS-2.7	X				
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-J: Levee Maintenance Corridors. The County shall review the Development Title and amend as necessary to require a minimum setback and easements consistent with State Title 23 and United States Army Corps of Engineers standards for levee maintenance corridors. (RDR)						
Implements Which Policy(ies)	PHS-2.8; PHS-2.9; PHS-2.12; PHS-2.17	✘				
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works					
PHS-K: Collaborate with State and Local Flood Management Agencies. The County shall collaborate in developing a maintenance and funding plan for levees with State and local flood management agencies. (PI)						
Implements Which Policy(ies)	PHS-2.16; PHS-2.18					✘
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					
PHS-L: Public Information on Flood Risks. The County shall provide information educating the public about Federal Emergency Management Agency floodplain and Flood Insurance Rate maps, the risks associated with living in a levee inundation area, and programs for management and response to flooding hazards (PI)						
Implements Which Policy(ies)	PHS-2.21; PHS-2.23					✘
Responsible Department(s)	Public Works					
Supporting Department(s)	Community Development					

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-M: Identify and Abate Critical Infrastructure. The County shall inspect, monitor, and provide emergency restoration of local bridges and other critical transportation facilities when damaged during an earthquake event. (PSP)						
Implements Which Policy(ies)	PHS-3.3					✘
Responsible Department(s)	Public Works					
Supporting Department(s)						
PHS-N: Public Information on Geologic Hazards. The County shall continue existing County programs to inform the public about methods to reinforce structures against geologic and seismic impacts, and shall promote awareness and preparedness in the event of a geologic or seismic hazard. (PI)						
Implements Which Policy(ies)	PHS-3.1; PHS-3.2	✘				✘
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)	Community Development					
PHS-O: Community Wildfire Protection Plan. The County shall review and update the Community Wildfire Protection Plan every five years. (PSP)						
Implements Which Policy(ies)	PHS-4.1		✘	✘		✘
Responsible Department(s)	Office of Emergency Services					
Supporting Department(s)	Community Development					

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-P: Emission Banking. The County shall continue to support an emission banking program. (PSP)						
Implements Which Policy(ies)	PHS-6.2					✘
Responsible Department(s)	Air Pollution Control District					
Supporting Department(s)	Environmental Health, Community Development					
PHS-Q: Agricultural Best Practices Implementation. To implement best practices, the County shall work with agricultural organizations and stakeholders to: • create an outreach program to inform farmers about ways to: reduce fertilizer application with minimal to no effects on crop yield; reduce agricultural burning; and manage the collection and processing of manure and animal waste; and • develop an outreach and incentives program (e.g., rebate opportunities, waive permit fees, registration amnesty program) to encourage farmers to improve the efficiency of irrigation pumps. (IGC/PI)						✘
Implements Which Policy(ies)	PHS-6.8					
Responsible Department(s)	Community Development					
Supporting Department(s)	Environmental Health					

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-R: Monitor GHG Emissions. The County shall monitor GHG emissions a minimum of every five years and verify results of meeting the GHG emission reduction targets and goals. (PSR)						
Implements Which Policy(ies)	PHS-6.1; PHS-6.2	✘	✘	✘		
Responsible Department(s)	Environmental Health					
Supporting Department(s)	Community Development					
PHS-S: Hazardous Waste Management Plan. The County shall review and update the County Hazardous Waste Management Plan (CHWMP) every five years. (PSP)						
Implements Which Policy(ies)	PHS-7.4		✘	✘		
Responsible Department(s)	Public Works, Office of Emergency Services					
Supporting Department(s)	Environmental Health					
PHS-T: Hazardous Materials Area Plan. The County shall review and update the County Hazardous Materials Area Plan every five years. (PSP)						
Implements Which Policy(ies)	PHS-7.7		✘	✘		
Responsible Department(s)	Public Works, Office of Emergency Services					
Supporting Department(s)	Environmental Health, Office of Emergency Services					

PHS	Public Health and Safety Element Table 4-6: Public Health and Safety	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
PHS-U: Hazardous Waste Inventory. The County shall continue to maintain and periodically update a parcel inventory of past and present hazardous materials use, disposal, and cleanup activities, and hazardous waste facilities. This inventory shall be consulted in all land use decisions. (PSR)						
Implements Which Policy(ies)	PHS-7.16	✘				✘
Responsible Department(s)	Office of Emergency Services, Environmental Health					
Supporting Department(s)	Community Development					
PHS-V: Revise Building Code to Incorporate Noise Standards. The County shall review and update the County Building Regulations, as necessary, to ensure consistency with the most recent noise standards contained in the California Building Code, and to include the standards contained in Table 9.1 and 9.2, to include standards regulating noise from construction activities, and to facilitate a procedure for exemptions for special events, such as concerts and festivals. (RDR)		✘				
Implements Which Policy(ies)	PHS-9.1; PHS-9.2					
Responsible Department(s)	Community Development					
Supporting Department(s)						

Natural and Cultural Resources (NCR)

NCR Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources		2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-A: Acquisition of Open Space. The County shall conduct a study to identify planned open space areas that are in jeopardy of conversion to other uses. Based on the findings of the study, the County shall work for public acquisition of the areas. (PSR)						
Implements Which Policy(ies)	NCR-1.1; NCR-1.3		X			
Responsible Department(s)	Parks and Recreation					
Supporting Department(s)	General Services					
NCR-B: Agricultural Mitigation Strategy. The County, in coordination with the Agricultural Technical Advisory Committee, shall review and update the Agricultural Mitigation Strategy every 5 years. (PSP)						
Implements Which Policy(ies)	LU-7.1; LU-7.10; LU-7.11; LU-7.12; LU-7.13		X	X		
Responsible Department(s)	Community Development Department					
Supporting Department(s)						
NCR-C: Water Quality Maintenance. The County shall work with cities and water agencies to prepare a countywide hydrologic zone map indicating areas of known groundwater quality degradation to ensure proper well construction in those areas underlain by poor water quality and prohibition of use of the resource for specific purposes. (PSR/IGC)						
Implements Which Policy(ies)	NCR-3.3; NCR-3.4		X			
Responsible Department(s)	Public Works Department					
Supporting Department(s)						

NCR Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources		2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-D: Management of Water Resources. The County shall monitor current and future water demands throughout the County and opportunities to improve water supply reliability. (PSR)						
Implements Which Policy(ies)	NCR-3.3		✘			
Responsible Department(s)	Public Works Department					
Supporting Department(s)						
NCR-E: Semi-Annual Groundwater Report. The County shall prepare a semi-annual Groundwater Report to monitor groundwater levels and groundwater quality, particularly around landfills and other facilities that could contaminate groundwater. (PSR)						
Implements Which Policy(ies)	NCR-3.3					✘
Responsible Department(s)	Public Works					
Supporting Department(s)						
NCR-F: Renewable Energy/PACE Program. The County shall develop and implement an incentive program to encourage the installation of solar hot water heaters and solar PV on existing and new developments. The County shall establish a Property Assessed Clean Energy (PACE) (AB 811) program for residential and commercial energy efficiency retrofit projects. (PSP)						
Implements Which Policy(ies)	NCR-5.1; NCR-5.2		✘			
Responsible Department(s)	Community Development Department					
Supporting Department(s)						

NCR Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources		2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-G: Remove Barriers to Renewable Energy. The County shall review and revise, as necessary, building and development codes and the Development Title and remove or otherwise address barriers to renewable energy production. (RDR)						
Implements Which Policy(ies)	NCR-5.2; NCR-5.3; NCR-5.4; NCR-5.6	✘				
Responsible Department(s)	Community Development Department					
Supporting Department(s)						
NCR-H: Solar Energy Ordinance. The County shall develop, adopt, and implement an ordinance that guides the construction, installation, operation, and decommissioning of solar energy facilities. The ordinance shall describe where solar energy facilities are permitted within the County and the approval process. The ordinance shall provide for the protection of agricultural and biological resources. (RDR)		✘				
Implements Which Policy(ies)	NCR-5.3					
Responsible Department(s)	Community Development Department					
Supporting Department(s)						
NCR-I: Review of Energy Consumption of County Operations. The County shall annually review and report on County energy consumption performance and identify programs and techniques to increase its energy efficiency. (PSR)						
Implements Which Policy(ies)	IS-3.1; IS-3.3; IS-3.4; IS-3.5; IS-3.6; IS-3.7					
Responsible Department(s)	General Services				✘	
Supporting Department(s)						

NCR Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources		2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-J: Government Automobiles. As vehicles come up for replacement, the County shall evaluate the feasibility of replacing them with hybrids, alternative fuel, or smaller and more energy-efficient vehicles. (SO)						
Implements Which Policy(ies)	IS-3.5; IS-3.6					✘
Responsible Department(s)	Public Works					
Supporting Department(s)	General Services					
NCR-K: Industrial Design Standards. The County shall establish standards to incorporate design features that use renewable energy sources in commercial, industrial, and agricultural uses. These standards may include orientation of structures for solar energy use, orientation or provision of adequate structural support for solar collectors, or use of cogeneration facilities. (RDR)						
Implements Which Policy(ies)	NCR-5.11		✘			
Responsible Department(s)	Community Development Department					
Supporting Department(s)						
NCR-L: Historic Preservation Commission. The County shall establish a Historic Preservation Commission to promote heritage preservation programs. (PSP)						
Implements Which Policy(ies)	NCR-6.1; NCR-6.9		✘			
Responsible Department(s)	Historical Society					
Supporting Department(s)						

NCR Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources		2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-M: Historic Resource Inventory. The County shall work with the Historical Society to inventory heritage resources in the County. The County shall designate additional Historic Landmarks based on the findings of inventory efforts. (PSR/IGC)						
Implements Which Policy(ies)	NCR-6.1; NCR-6.4					
Responsible Department(s)	Community Development Department		✘			
Supporting Department(s)						
NCR-N: Historic and Cultural Resource Preservation Regulations. The County shall update the Development Title to include archaeological, paleontological, and historic resource regulations, which will specify procedures to be followed in the event that significant resources are discovered during the development process. (RDR)						
Implements Which Policy(ies)	NCR-6.5					
Responsible Department(s)	Community Development Department		✘			
Supporting Department(s)						

NCR Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources		2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-O: Mineral Resource Overlay Zone. The County shall update the Development Title to include a Mineral Resource Overlay Zone to be applied to areas in the County identified by the State Division of Mines and Geology as having mineral deposits of significant quantity, value, or quality in order to preserve those areas for mineral resource extraction. (RDR)						
Implements Which Policy(ies)	NRC-4.1; NRC-4.2					
Responsible Department(s)	Community Development		X			
Supporting Department(s)						
NCR-P: Park and Recreation Master Plan. The County shall prepare, maintain, and implement a Park and Recreation Master Plan that identifies long-range recreational needs of the county, potential park sites and trail corridors, opportunities for partnerships, and financing strategies for local and regional parks. The Plan shall include an inventory of recreational facilities in existing communities and an analysis of needed additional facilities. The County shall update the Master Plan every five years to respond to changing community needs and recreation trends. (PSP)		X	X	X		
Implements Which Policy(ies)	NCR-8.1; NCR-8.8; NCR-8.11					
Responsible Department(s)	General Services, Parks and Recreation Division					
Supporting Department(s)						

NCR	Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-Q: Public Land Acquisition for Recreation. The County shall conduct a study to identify sites for potential future. Based on current and projected park and recreation needs, the County shall acquire the identified sites when funds become available. Special consideration shall be given for early acquisition and/or protection to those areas that have special features or are in areas planned for urban development. (PSR)						
Implements Which Policy(ies)	NCR-8.2					
Responsible Department(s)	General Services, Parks and Recreation Division	✘				✘
Supporting Department(s)	Community Development Department					

NCR	Natural and Cultural Resources Element Table 4-7: Natural and Cultural Resources	2016 – 2017	2017 – 2022	2022 – 2035	Annual	Ongoing
NCR-R: Study Recreational Potential of Selected Waterways. The County shall prepare a study of the recreational potential of selected waterways, particularly for trails, along the Calaveras River, the San Joaquin River, the Stockton Diverting Canal, and water conveyance projects. The potential for land use conflicts associated with public use of waterways (e.g., trespassing, littering, vandalism, compromising the integrity of flood protection) shall be assessed for selected recreation sites. (PSR)			✘			
Implements Which Policy(ies)	NCR-8.16; NCR-8.17; NCR-8.18					
Responsible Department(s)	General Services, Parks and Recreation Division					
Supporting Department(s)						

APPENDIX A: General Plan Sustainability Policies and Programs

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INTRODUCTION

The issue of global climate change has received greater attention from governments around the world in recent years. Global climate change refers to the change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. In 2006, the California State Legislature took a proactive role in addressing the challenges of climate change with the adoption of the California Global Warming Solutions Act of 2006, Assembly Bill 32 (AB 32). AB 32 focuses on reducing GHG emissions in California. AB 32 requires the California Air Resources Board (CARB), the state agency charged with regulating state-wide air quality, to adopt rules and regulations that would achieve GHG emissions equivalent to 1990 state-wide levels by 2020.

As part of the 2035 General Plan, the County integrated measures and actions for into the General Plan goals, policies, and implementation programs to reduce greenhouse gas emissions and address climate change impacts. In response to the mandate of SB 97, the CEQA Guidelines (Section 15183.5) establish standards for the contents and approval process of plans to reduce GHGs. The 2035 General Plan has been prepared the Plan to meet State standards as a qualified plan for the reduction of greenhouse gas emissions.

The 2035 General Plan takes steps to address the challenging issue of climate change by reducing GHG emissions, improving energy efficiency, reducing waste and promoting recycling, and managing water use. The General Plan will reduce GHG emissions primarily through land use patterns that support public transit, increased opportunities for pedestrians and bicycle use and encouraging "green building" practices and alternative energy systems. Policies also address adaptation to climate change, such as reducing the impacts from the urban heat island effect, managing water use, and increasing flood protection.

The sources, impacts, and solutions to climate change are complex. Climate change and GHG emissions reduction are addressed by policies and programs throughout the General Plan, rather than in a single section. Appendix A provides a detailed analysis of how the 2035 General Plan addresses climate change and acts as the County's qualified plan for the reduction of greenhouse gas emissions. Through implementation of the 2035 General Plan, the County will ensure it is contributing to State objectives to reduce GHG emissions (i.e., EO S-3-05) AB 32, SB 375) and address the impacts of a changing climate. The County will annually monitor its efforts to reduce GHG emissions and report on its progress as part of its State-mandated General Plan implementation report.

A-1: San Joaquin County GHG Inventory and Projections

Emissions Sector	Subsector	2007	2020	2035	2050
Energy - Electricity					
	Residential	174,391	201,044	236,896	279,142
	Commercial	356,393	410,860	484,129	570,464
	Industrial	21,933	25,285	29,795	35,108
	Subtotal	552,717	637,189	750,820	884,714
Energy - Natural Gas					
	Residential	88,197	101,676	119,808	141,174
	Commercial	181,945	209,751	247,156	291,232
	Industrial	8,672	9,998	11,781	13,882
	Subtotal	278,814	321,425	378,745	446,287
Total Energy (Electricity and Natural Gas)	**Total**	**831,532**	**958,614**	**1,129,565**	**1,331,001**
Transportation	**Total**	**1,350,924**	**1,558,620**	**2,189,999**	**2,580,544**
Waste	**Total**	**41,067**	**47,343**	**55,786**	**65,734**
Wastewater	**Total**	**2,784**	**3,210**	**3,782**	**4,456**
Agriculture		**5,568**	**2,877**	**2,877**	**2,877**
	Residue Burn	40,089	40,089	40,089	40,089
	Livestock	518,780	518,780	518,780	518,780
	Rice Cultivation	5,996	5,996	5,996	5,996
	Farming Equipment	172,837	172,837	172,837	172,837
	Ag Pumps	28,116	28,116	28,116	28,116
	Fertilizer	59,871	59,871	59,871	59,871
	Total	**825,689**	**825,689**	**825,689**	**825,689**

A-1: San Joaquin County GHG Inventory and Projections					
Total San Joaquin County (Unincorporated) GHG Emissions		**3,051,996**	**3,393,475**	**4,204,821**	**4,807,425**
Target/Goals			**2,594,196**	**1,556,518**	**518,839**
Reduction Needed from Projected Emissions to Meet Target/Goals			**799,279**	**2,648,303**	**4,288,586**
Legislative Reductions					
	Pavley 1 +LCDF		-340,085	-583,930	-696,747
	Title 24		-149,245	-325,105	-383,081
	RPS/RES		-210,272	-247,770	-291,956
	Total		**-699,603**	**-909,035**	**-1,079,828**
GHG Reductions from County Actions					
	Energy		-34,879	-52,487	-73,235
	Transportation		-779	-1,095	-1,290
	Water and Wastewater		-35,507	-50,207	-50,760
	Agriculture		-24,830	-24,830	-24,830
	Total		**-95,995**	**-128,619**	**-150,115**
Overall Surplus (-) or Gap					
	Total		**3,681**	**1,610,649**	**3,058,643**

A-2: GHG Reductions from County Actions Summary

GHG Reduction Strategy	San Joaquin General Plan Policy/Implementation Program	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)
Energy Reduction Strategies			
Energy Strategy 1: Renewable Energy • 5% of existing residential reduce energy consumption off the grid by 75% • 5% of existing commercial reduce energy consumption off the grid by 50% Energy Strategy 1: PACE Program • 25% of new residential reduce energy consumption off the grid by 75% • 25% of new commercial reduce energy consumption off the grid by 50%	NCR-F: Renewable Energy/PACE Program	25,193	41,074
Energy Strategy 2: Participation in PGE Renewable Energy • 5% of existing users purchase 50% renewable option • 1% of existing users purchase 100% renewable option	NCR-5.1: Nonrenewable Energy and Energy Efficiency, NCR-5.2: Alternative Energy, NCR-G: Remove Barriers to Renewable Energy NCR-K: Industrial Design Standards	9,685	11,412
	Subtotal	*34,879*	*52,487*

A-2: GHG Reductions from County Actions Summary

GHG Reduction Strategy	San Joaquin General Plan Policy/Implementation Program	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)
Transportation Reduction Strategies			
Transportation Strategy 2: Complete Streets • 0.05% reduction in VMT based on percentage of streets with planned improvements	TM-2.1: Urban Complete Streets TM-2.2: Reconstructed Urban Complete Streets TM-2.3: Land Use Patterns TM-2.4: Rural Complete Streets TM-2.6: Funding for Complete Streets TM-2.7: New Development	779	1,095
	Subtotal	*779*	*1,095*
Waste Reduction Strategies			
Waste Strategy 1: Diversion, Recycling, and Reuse • 75% diversion of landfilled waste by 2020 • 90% diversion of landfilled waste by 2035.	PHS-6.5: Diversion, Recycling, and Reuse	35,507	50,207
	Subtotal	*35,507*	*50,207*
Agriculture Reduction Strategies			

A-2: GHG Reductions from County Actions Summary

GHG Reduction Strategy	San Joaquin General Plan Policy/Implementation Program	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)
Agriculture Strategy 1: Agricultural Equipment and Emissions • 10% improvement in fuel use in 5% (participation rate) of agricultural vehicles implementing BMPs.	PHS-6.8: Agricultural Equipment and Emissions	864	864
Agriculture Strategy 2: Agricultural Fertilizer Application • 10% reduction in fertilizer application	PHS-Q: Agricultural Best Practices Implementation	5,987	5,987
Agriculture Strategy 3: Agriculture Burning • 10% reduction in the amount of burned agriculture residue from 25% of agriculture acres	PHS-Q: Agricultural Best Practices Implementation	1,002	1,002
Agriculture Strategy 4: Agricultural Energy Use • 10% diesel pumps converted to solar power	PHS-Q: Agricultural Best Practices Implementation	2,812	2,812
Agriculture Strategy 5: Manure Management • 10% reduction in the amount of manure produced	PHS-Q: Agricultural Best Practices Implementation, PHS-6.4: Methane Digesters	14,165	14,165
	Subtotal	*24,830*	*24,830*
Total		***95,995***	***128,619***

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
3.1 Community Development Element			
GOAL LU-1			
Direct most urban development towards cities and urban and rural communities within the unincorporated county to promote economic development, while preserving agricultural lands and protecting open space resources.			
LU-1.1 Compact Growth and Development 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. (RDR)	**Supporting**		
LU-1.4 Encourage Infill Development 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. (RDR)	**Supporting**		
LU-1.7 Farmland Preservation 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. (RDR)	**Supporting**		
LU-1.8 Support for Alternative Transportation Modes The County shall encourage land use patterns that promote walking and bicycling and the use of public transit as alternatives to the personal automobile. (RDR)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
LU-1.11 Regional Housing Needs Allocations 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. (IGC)	**Supporting**		
LU-1.12 Regional Coordination 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. (IGC)	**Supporting**		
LU-1.13 Regional Growth Considerations 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. (PSP)	**Supporting**		
LU-1.14 Incentives and Streamlined Development 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. (RDR/PSP/IGC)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL LU-2			
Promote efficient development and land use practices in new development that provide for the protection of vital resources and enhancement of communities.			
LU-2.2 Sustainable Building Practices The County shall promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. (RDR)	**Supporting**		🌎
LU-2.3 Adaptive Reuse 🌎 The County shall encourage the retention and the adaptive reuse of existing structures to limit the generation of waste. (RDR/PSP)	**Supporting**		🌎
LU-2.4 Green Building Retrofit 🌎 The County shall encourage the retrofitting of existing structures with green building technologies/practices and encourage structures being renovated to be built to a green building standard (e.g., Leadership in Energy and Environmental Design (LEED)). (RDR)	**Supporting**		🌎

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL LU-3			
Preserve and enhance the character and scale of San Joaquin County's communities and rural areas, including their architectural heritage and historic character.			
LU-3.4 Walkable and Bikeable Streets The County shall encourage new streets within Urban and Rural Communities and City Fringe Areas to be designed and constructed to not only accommodate auto and truck traffic, but also serve as comfortable pedestrian and cyclist environments and reflect public health goals by encouraging physical activity. These should include, but not be limited to: ▪ street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate, ▪ minimize curb cuts along streets, sidewalks on both sides of streets, ▪ bike lanes and walking paths, where feasible on collectors and arterials, and traffic calming devices such as roundabouts, bulb-outs at intersections, and traffic tables. (RDR/PSP)	**Supporting**		
LU-3.11 Solar Access The County shall encourage new residential subdivisions and new commercial, office, industrial, and public buildings to be oriented and landscaped to enhance natural lighting and solar access in order to maximize energy efficiency. (RDR)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL LU-5			
Promote the development of regional and locally-serving commercial uses in communities and other areas of the unincorporated County.			
LU-5.5 Bicycle Access and Parking The County shall require new commercial development within Urban Communities and City Fringe areas to include bicycle access and secure parking racks. (RDR)	**Supporting**		
LU-5.20 Mixed-Use Community Centers and Corridors The County shall encourage both vertical and horizontal mixed-use development within community centers and near or along transportation and transit corridors, bicycle paths, and pedestrian facilities as a means of providing efficient land use, housing, and transportation options for county residents. The County shall ensure that mixed-use developments include appropriate transit, bicycle, and pedestrian facilities. (RDR/PSP)	**Supporting**		
LU-5.21 Mixed Uses The County shall encourage mixed-use development in urban communities, provided it does not create land use conflicts and provides for a close physical and functional relationship of project components. (RDR/PSP)	**Supporting**		
LU-5.22 Mixed-Use Development The County shall require new mixed-use developments to be developed under a single plan that details the full buildout of the development and any associated phasing for construction and includes specific design guidelines and standards that address the overall site design, scale of development, relationship to adjacent uses, circulation and parking, architecture, infrastructure, and landscaping. (RDR/PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
LU-5.23 Live-Work Development The County shall encourage mixed-use developments to include live-work floor plans for residents who desire office, commercial, or studio space adjacent to their living space. (RDR)	**Supporting**		🌎
GOAL LU-6			
Promote the development of new industrial and employment uses in the unincorporated areas of the County that are compatible with surrounding land uses and meet the present and future needs of County residents.			
LU-6.1 Employment Centers The County shall encourage the development of carefully planned employment centers and industrial uses in areas with suitable topography and adequate public infrastructure, including water, sewer, and transportation access. The County shall encourage New Communities to contain employment centers as well as other uses. (PSP)	**Supporting**		🌎
LU-6.3 Employment Center Access Where appropriate, the County shall direct new employment centers and industrial developments to locate near existing or future freeway interchanges and major highway intersections and along existing or future transit, bicycle, and pedestrian and trail corridors. (RDR/PSP)	**Supporting**		🌎
LU-6.8 Sustainable Technologies 🌎 The County shall encourage all employment and industrial projects to incorporate sustainable technologies including energy and water efficient practices. (RDR)	**Supporting**		🌎

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
LU-6.11 Truck Terminal Location The County shall limit truck terminal locations limited to areas within one mile of a freeway interchange that are outside Urban and Rural Communities and outside the path of planned urban development. (RDR/PSP)	**Supporting**		
GOAL LU-9			
Provide for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that are located and designed to complement San Joaquin County communities and to minimize incompatibility with neighborhoods and other uses.			
LU-9.4 LEED Standard for County-Owned Buildings The County shall ensure that all new or renovated County-owned buildings are energy efficient and meet, at a minimum, LEED (Leadership in Energy and Environmental Design) Silver or equivalent standard. (RDR/SO)	**Supporting**		
GOAL LU-10			
Promote a mix of compatible uses in appropriate areas of the Airport East Property at the Stockton Metropolitan Airport.			
LU-10.4 Airport East Property Transit and Bicycle Access The County shall plan for transit and bicycle access to the Airport East Property. (PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL C-1			
Maintain a planning framework that promotes the viability of Urban and Rural Communities and coordinates development within City Fringe Areas, while protecting the agricultural, open space, scenic, cultural, historic and natural resources heritage of the County.			
C-1.4 Complete and Well-Structured Communities The County shall promote the development of complete and well structured Urban and Rural Communities whose physical layout and land use mix promote healthy activity and mobility (including walking and biking to services), and transit use (where available); foster community pride; enhance community identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. (RDR/PSP)	**Supporting**		
C-1.5 Orderly and Compact Development The County shall promote orderly and compact development within Urban and Rural Communities and City Fringe Areas. The County shall direct urban development to areas within the designated boundary of each Urban and Rural Community, as defined on Figure C-1. (RDR)	**Supporting**		
C-1.6 Promote Infill The County shall promote infill development within existing Urban and Rural Communities and City Fringe Areas before expanding community boundaries. (PSP)	**Supporting**		
C-1.7 Self-contained Communities The County shall encourage the development of appropriately-scaled commercial uses and recreational opportunities in Urban and Rural Communities that reduce the need to travel outside the community. (RDR)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL C-2			
Provide a realistic planning area around each Urban Community that provides a framework for economic development, the provision of infrastructure and services, and overall quality of life.			
C-2.6 Reduce Commute Times The County shall encourage the development of employment generating uses within Urban Communities to reduce commute-related travel. (PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL C-4			
Ensure that all development within City Fringe Areas is well planned, adequately served by necessary public facilities and infrastructure, and furthers Countywide economic development and open space preservation goals.			
C-4.3 Consistent Planning For land that is within a City Fringe Area, the County shall generally maintain General Plan land use designations that are consistent with the city's adopted General Plan, provided a city's planned growth patterns and development are consistent with the San Joaquin Council of Government's Regional Transportation Plan and Sustainable Communities Strategy, provide for compact growth patterns and higher-density, mixed-use development, and include provisions to permanently preserve agricultural land within the County. The County shall maintain jurisdiction over development decisions in all unincorporated areas until annexations occur. (RDR/PSP/IGC)	**Supporting**		
GOAL ED-1			
To maintain a thriving business community and growing economy that provides well-paying jobs, a high quality of life, and a sound tax base.			
ED-1.4 Jobs-Housing Balance The County shall strive to improve the jobs-housing balance in the County so that more residents can live and work locally, primarily by pursuing additional jobs for the resident labor force. (PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL ED-2			
To develop a diverse mix of businesses and industries and a balanced local economy.			
ED-2.4 Green Economy  The County shall encourage the development and expansion of industries and businesses that rely on environmentally-sustainable products and services, such as renewable energy, green building, clean transportation, water conservation, waste management and recycling, and sustainable land management. (PSP)	**Supporting**		
GOAL ED-4			
To support the continued financial growth of the agricultural sector and ag-related businesses.			
ED-4.10 Carbon Offsets The County shall support programs and projects that would help farmers and agricultural-processing facilities provide carbon offsets, if and when new regulations require industries to provide carbon offsets. (PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
Public Facilities and Services Element			
GOAL TM-1			
To maintain a comprehensive and coordinated multimodal transportation system that enhances the mobility of people, improves the environment, and is safe, efficient, and cost effective.			
TM-1.3 Multimodal System The County shall encourage, where appropriate, development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation, and reduces air pollution and greenhouse gas emissions. (RDR/PSP)	**Supporting**		
TM-1.4 Regional Transportation Facilities The County shall work with Caltrans, SJCOG, and the cities in the County where appropriate to plan, develop, and maintain regional transportation facilities, and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved. (PSP/IGC)	**Supporting**		
TM-1.5 Regional Transportation Plan Development The County shall provide input into the development of the San Joaquin Council of Governments Regional Transportation Plan as appropriate to ensure County roads and facilities are adequately addressed. (PSP/IGC)	**Supporting**		
TM-1.6 Automobile Dependency Alternatives The County shall support public and private efforts where appropriate to provide alternative choices to single occupant driving. (IGC/JP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
TM-1.7 Energy Conservation The County shall develop the transportation system to reduce vehicle miles traveled, conserve energy resources, minimize air pollution, and reduce greenhouse gas emissions. (RDR/PSP)	**Supporting**		
TM-1.8 Multimodal Congestion Management The County shall support, as appropriate, SJCOG efforts to monitor multimodal corridors within the County as part of the Regional Congestion Management Program. The County shall also encourage the consideration of additional multimodal corridors, where appropriate, as part of future updates to the Regional Congestion Management Program. (PSP/IGC)	**Supporting**		
TM-1.10 Eliminate Gaps The County shall strive to eliminate "gaps" in roadways, bikeways, and pedestrian networks by planning and seeking funding to construct grade-separated crossings of rail lines, canals, creeks, and other barriers to improve connectivity and encourage construction of new bikeways and pedestrianways in and between existing communities where appropriate. (RDR/PSP/FB)	**Supporting**		
TM-1.12 Transportation and Land Use The County shall ensure that transportation system investments and improvements support existing and future sustainable land use patterns. (RDR/PSP/FB)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
TM-1.13 Smart Growth The County shall encourage "smart growth" and sustainable planning principles where appropriate, including the development of high-density and commercial development near inter-modal transit facilities. (RDR/PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL TM-2			
To improve County roadways to include pedestrian, bicycle, and transit facilities to better serve people who use these active transportation modes.			
TM-2.1 Urban Complete Streets The County shall require new streets within Urban Communities to be designed and constructed to serve all users, including pedestrians, bicyclists, and transit passengers, of all ages and abilities. This includes: ▪ creating multi-modal street connections in order to establish a comprehensive, integrated, and connected transportation network for all modes of travel; ▪ minimizing curb cuts along non-local streets to improve safety and capacity; ▪ planting street trees adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and vehicular traffic, where appropriate; ▪ constructing sidewalks and bike lanes on both sides of streets, where feasible; ▪ including parking options to provide a buffer between pedestrians and vehicular traffic, where appropriate; ▪ coordinating with local jurisdictions and SJCOG to ensure multimodal connections are established and maintained between jurisdictions; and ▪ incorporating traffic-calming devices such as roundabouts, bulb-outs at intersections, and traffic tables into the transportation system where appropriate to improve safety and encourage travel by active transportation modes. (RDR/PSP)	**779**	**1,095**	

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
TM-2.2 Reconstructed Urban Complete Streets The County may require, based on community support and financial feasibility, reconstructed streets in Urban Communities to accommodate pedestrians and bicyclists, except where pedestrian or bicycle facility improvements are not feasible or determined to be cost prohibitive. New and reconstructed streets in Urban Communities shall be designed to create an environment that provides opportunities for pedestrian and bicycle activity and complementary development and land uses. (RDR/PSP)	**Supporting**[1]		
TM-2.3 Land Use Patterns The County shall encourage the development of uses in Urban Communities that support the use of public transit, bicycling, walking, and other alternatives to the automobile. (PSP)	**Supporting**[1]		
TM-2.4 Rural Complete Streets The County shall strive to serve all users on rural roadways in the County and shall design and construct rural roadways to serve safely bicyclists, transit passengers, and agricultural machinery operators. This includes: ▪ constructing wide shoulders to provide a safe space for bicyclists, and agricultural machinery vehicles; ▪ removing visual barriers along rural roads, particularly near intersections, to improve the visibility of bicyclists; and ▪ coordinating with local jurisdictions and SJCOG to ensure multimodal connections are established and maintained between jurisdictions. (RDR/PSP)	**Supporting**[1]		

[1] Policies TM-2.1, TM-2.2, TM-2.3, TM-2.4, TM-2.6, and TM-2.7 are all directly related to Transportation Strategy 1: Complete Streets. All five of these policies contribute to the GHG reduction numbers shown for TM-2.1.

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
TM-2.6 Funding for Complete Streets The County shall support efforts to fund transit agencies and improvements for public transit systems, bicycle and pedestrian routes, and other alternative modes of transportation. (PSP)	**Supporting**[1]		
TM-2.7 New Development The County shall require all new developments to provide their fair share of roadway facilities for alternative transportation modes to reduce automobile demand. (RDR)	**Supporting**[1]		
GOAL TM-4			
To maintain and expand a safe, continuous, and convenient bicycle system and pedestrian network.			
TM-4.1 Pedestrian and Bicycle Network Continuity The County shall strive to eliminate gaps in the rural bicycle network by constructing or designating new bike facilities, where appropriate, and in accordance with the San Joaquin County Bicycle Master Plan. (RDR/PSP/IGC)	**Supporting**		
TM-4.5 Bicycle Storage The County shall encourage bicycle storage facilities (i.e., bicycle racks, lockers) at all new major transportation terminals and employment centers consistent with Development Title, Section 9. (RDR)	**Supporting**		

[1] Policies TM-2.1, TM-2.2, TM-2.3, TM-2.4, TM-2.6, and TM-2.7 are all directly related to Transportation Strategy 1: Complete Streets. All five of these policies contribute to the GHG reduction numbers shown for TM-2.1.

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
TM-4.6 Bicycle Route System The County shall encourage bicycle facilities and routes in unincorporated areas to interface with city bicycle routes and provide for inter- and intra-county bicycle circulation. (RDR/PSP/IGC)	**Supporting**		
TM-4.7 Bicycle Connectivity The County shall support development of the bicycle system to connect residential areas with commercial areas, employment centers, educational facilities, local and regional recreational facilities, and other major attractions. (PSP)	**Supporting**		
TM-4.8 Bicycle Route Facilities (RDR) The County shall ensure County roads planned as part of the regional bicycle route network are constructed to have adequate width. (RDR/PSP)	**Supporting**		
TM-4.9 Parking Facility Design The County shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings. (RDR/PSP)	**Supporting**		
TM-4.11 Pedestrian Planning The County shall consider the safety and accessibility of pedestrians when producing transportation plans, studies, and reports. (PSP/PSR)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL TM-5			
To maintain a public transit system that meets the needs of all County residents while providing a convenient, reliable alternative to automobile travel.			
TM-5.1 Transit for All The County shall encourage a well-designed transit system that meets the transportation needs of San Joaquin County residents and visitors including seniors, the disabled, and transit-dependent persons. (PSP)	**Supporting**		
TM-5.2 Maintain Services The County shall encourage transit providers to maintain services within the County that are timely, cost-effective, and responsive to growth patterns and enhance transit where feasible. (PSP/IGC)	**Supporting**		
TM-5.3 Variety of Transit Types The County shall consider a variety of transit types including regional rail, bus rapid transit, regional and local buses, express buses, and neighborhood shuttles, to meet the needs of residents, workers, and visitors. (PSP)	**Supporting**		
TM-5.4 Alternative to the Automobile The County shall promote public and private transit systems in addition to the automobile. (PSP)	**Supporting**		
TM-5.5 Access to Services The County shall support the expansion of public transit service to provide County residents with access to commercial services (e.g., grocery stores) and other essential services, such as medical, social service, and personal business destinations. (PSP/IGC)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
TM-5.6 Unmet Needs The County shall encourage the San Joaquin Council of Governments and San Joaquin Regional Transit to identify unmet transit needs and collaborate with appropriate agencies and entities to serve those who have no other reasonable alternatives for transportation. (PSP/IGC)	**Supporting**		
TM-5.7 Intercity Bus Service The County shall encourage the San Joaquin Regional Transit District and other regional bus service providers to support intercity bus service that connects all cities in San Joaquin County, as well as major passenger destinations, including airports and train stations. (PSP/IGC)	**Supporting**		
TM-5.8 Increased Rail Frequency The County shall encourage increased passenger rail service (e.g., Amtrak, ACE) frequency to the County. (PSP/IGC)	**Supporting**		
TM-5.10 Multimodal Rail Stations The County shall support the development of multi-modal rail stations in Stockton, Lodi, Manteca, and Tracy that include park and ride facilities, commuter bus service, express bus service, and/or cross-platform transfer capabilities. (PSP/IGC)	**Supporting**		
TM-5.11 Amtrak Service The County shall support Amtrak stations in all cities of the County. (PSP/IGC)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL TM-6			
To maintain congestion management strategies to reduce single-occupant automobile use.			
TM-6.3 Transportation Demand Management The County shall support efforts by the San Joaquin Council of Governments Commute Connections to facilitate implementation of the Federal Requirement established in Rule 9410 (eTRIP rule). (PSP/IGC)	**Supporting**		
TM-6.4 Park-and-Ride Facilities The County shall support implementation of the San Joaquin Council of Governments Park and Ride Plan and collaborate with Caltrans to identify locations for future park-and-ride lots to facilitate more carpooling, vanpooling, and transit use. (PSP/IGC)	**Supporting**		
TM-6.6 Bicycle Facilities at Park-and-Ride Lots The County shall encourage bicycling to park-and-ride lots through the provision of bicycle facilities such as bicycle parking. (RDR)	**Supporting**		
TM-6.7 Bicyclist Amenities The County shall encourage new large employers to provide bicycle racks. (RDR)	**Supporting**		
GOAL TM-7			
To maintain an efficient transportation network to facilitate the movement of goods within and through the County.			

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
TM-7.4 Intermodal Freight Facilities The County shall continue to encourage the modernization and expansion of intermodal freight facilities that support goods movement by rail and improve the efficiency of goods movement among various types of transport (e.g., truck to rail). (RDR/PSP)	**Supporting**		🌎
GOAL IS-1			
To provide residents and businesses quality, cost-effective, and sustainable public facilities and services.			
IS-1.11 Adaptive Facilities and Services 🌎 The County shall monitor expected impacts of climate change on public facilities and services and make appropriate adaptive modifications and upgrades as needed. Where public facilities and services are provided by other agencies, the County shall assist with identifying impacts and solutions. (PSP)	**Supporting**		🌎

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL IS-3			
To increase efficiency of County facilities, services, and operations to conserve resources and reduce greenhouse gas emissions.			
IS-3.1 Efficient Operations  The County shall maintain County facility and operation standards in a manner that meets community needs, conserves resources, and reduces the County's contribution to greenhouse gas emissions. (SO)	**Supporting**		
IS-3.2 Sustainable Plans and Operations  The County shall integrate sustainability concepts, greenhouse gas reduction strategies, and climate change resiliency planning into County facility and service plans and operations. (PSP/SO)	**Supporting**		
IS-3.3 Energy Efficiency Retrofits  The County shall increase energy efficiency in older County buildings through energy efficiency and retrofits, renewable energy generation, and water conservation retrofits. (SO)	**Supporting**		
IS-3.4 New Energy Efficient Buildings  When building new facilities, the County shall achieve a high standard (e.g., equivalent to LEED® certification) of energy efficiency and water conservation, and employ renewable energy technologies. (SO)	**Supporting**		
IS-3.5 New Fleet and Equipment Purchases  The County shall purchase lower-emission and/or electric vehicles and energy efficient equipment when purchasing new fleet vehicles and maintenance/construction equipment. (SO)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
IS-3.6 Clean Energy and Fuel Sources  The County shall use available clean energy and fuel sources where feasible to operate its buildings, vehicles, and maintenance/construction equipment. (SO)	**Supporting**		
IS-3.7 County Employee Actions  The County shall encourage its employees to reduce vehicle idling, reduce trips, establish efficient routing, and use public transportation, carpooling, and alternate modes of transportation when available to reduce energy consumption and costs. (SO)	**Supporting**		
IS-3.8 Purchasing Preferences  The County shall use Environmentally Preferable Purchasing (EPP), where feasible, when carrying out operations and activities, including giving preference to products that reduce or eliminate indirect greenhouse gas emissions and promote recycling. (SO)	**Supporting**		
IS-3.9 Contractor Preference  The County shall encourage contractors to use reduced emission equipment for County construction projects and contracts for services, as well as businesses which practice sustainable operations. (SO)	**Supporting**		
IS-3.10 County Recycling  The County shall expand opportunities for recycling at all County facilities, increase recycling and waste diversion by County employees, and use recycled materials and products where economically feasible. (SO)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
IS-4.18 Graywater and Rainwater Systems The County shall encourage homeowners, businesses, and developers to install graywater systems and rainwater harvest systems, consistent with local and State guidelines, regulations, and standards, in order to reduce consumption of potable water. (RDR/PSP)	**Supporting**		
IS-4.19 Water Efficient Landscaping The County shall encourage water efficient landscaping and use of native, drought-tolerant plants consistent with the Model Landscape Ordinance. (RDR)	**Supporting**		
IS-4.20 Water Efficient Agricultural Practices The County shall encourage farmers to implement irrigation practices, where feasible and practical, to conserve water. (PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
3.2 Public Health and Safety Element			
GOAL PHS-1			
To maintain a level of disaster preparedness necessary for the protection of public and private property, and the health, safety, and welfare of people living and working in San Joaquin County.			
PHS-1.11 Climate Change Monitoring and Adaptation The County shall develop and implement a program to monitor the impacts of climate change and use adaptive management to develop new strategies and modify existing strategies to respond to the impacts of climate change. (PSP)	**Supporting**		
PHS-1.12 Interagency Coordination The County shall coordinate with cities, regional, State, and Federal agencies and organizations to develop a comprehensive approach to planning for climate change. (PSP/IGC)	**Supporting**		
PHS-1.13 Public Awareness of Climate Change The County shall support public awareness of water conservation measures, agricultural changes, storm and flood preparedness, wildfire fire protection, air quality effects, extreme weather events, heat and human health, and disease prevention to help prepare for the potential impacts of climate change. (PI)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL PHS-2			
To protect people and property from flood hazards.			
PHS-2.1 Restricted Uses in Designated Floodways The County shall restrict uses in designated floodways except those that do not adversely affect flood elevations or velocities, and are tolerant of occasional flooding in accordance with the County's Floodplain Management Ordinance. (RDR/PSP)	**Supporting**		
PHS-2.2 Primary Purpose of Levees The County shall ensure that the primary use and purpose of levees is flood protection. The County shall only allow other uses of levees if they are compatible with the primary purpose of the levee and do not reduce the flood protection integrity, provided such uses are in compliance with State and Federal regulations. (RDR)	**Supporting**		
PHS-2.3 Evaluation of Flood Protection for New Development The County shall require evaluation of potential flood hazards prior to approval of new development projects to determine whether the proposed development is reasonably safe from flooding, and shall approve such development consistent with applicable State and Federal laws. (PSP)	**Supporting**		
PHS-2.4 Flood Protection for Existing Development The County shall investigate and implement, when feasible, mitigation measures that offer protection for existing development within flood prone areas, and shall strive to achieve 200-year level of flood protection for urban areas, and 100-year level protection for non-urban areas, where feasible. (PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-2.5 Planned Land Use The County shall update, as necessary, the Land Use Element to reflect current floodplain mapping data. (PSP)	**Supporting**		
PHS-2.6 Use Best Available Information The County should consider the best available flood hazard information and mapping from regional, State, and Federal agencies, and use this information to inform land use and public facilities investment decisions. (PI)	**Supporting**		
PHS-2.7 Preservation of Floodway and Floodplains The County shall preserve floodways and floodplains for non-urban uses in an effort to maintain existing flood carrying capacities, except that development may be allowed in floodplains with mitigation measures that are in conformance with the County's floodplain management ordinance. (RDR)	**Supporting**		
PHS-2.8 Levee Setbacks and Easements for New Development The County shall require setbacks and easements for access to levees and channels, where feasible, from new development. On County-owned land, the County shall also provide unobstructed access, where feasible, to levees for maintenance and flood fighting purposes. (RDR)	**Supporting**		
PHS-2.9 Dedication of Levee Footprint The County shall require new development adjacent to an existing or planned levee to dedicate the levee footprint and necessary setback areas in a manner acceptable to the appropriate levee maintaining agency and in compliance with federal and state standards. (RDR)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-2.10 Levee and Channel Maintenance The County's Flood Control District shall prioritize levee and channel maintenance to ensure the most efficient use of available funding to reduce flood risk, and shall encourage reclamation districts and other levee maintaining agencies to employ similar practices. (RDR)	**Supporting**		
PHS-2.11 Delta Emergency Flood Response The County shall continue to work with the Delta Working Group to improve local emergency preparedness and response within the Delta. (IGC)	**Supporting**		
PHS-2.12 Permits for Levee Encroachments The County shall require applicants to obtain appropriate permits for any project that falls within the jurisdiction of other local, State and Federal agencies. (RDR)	**Supporting**		
PHS-2.13 Multi-Purpose Flood Control Projects The County shall encourage multi-purpose flood control projects, to the extent feasible, that incorporate recreation, resource conservation, and preservation of natural riparian habitat and scenic values of the County's waterways, creeks, and lakes. (PSP)	**Supporting**		
PHS-2.14 Climate Change Impacts to Flood Control Facilities The County shall coordinate with local, regional, State, and Federal agencies to define existing and potential flood problem areas associated with expected impacts from climate change and develop strategies to improve and maintain flood control facilities accordingly. (IGC/PSR)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-2.15 Seismic Impacts to Flood Control Facilities The County shall comply with state and federal requirements to improve and maintain flood control facilities to withstand seismic and geologic impacts. (PSP)	**Supporting**		
PHS-2.16 Establish Cooperative Working Relationships The County shall strive to establish and maintain cooperative working relationships among local, regional, State, and Federal agencies with responsibility for flood management to help minimize flood hazards and improve safety. (IGC)	**Supporting**		
PHS-2.17 Levee Compliance The County shall support the efforts of levee owners and local, regional, State, and Federal agencies to design and reconstruct levees that do not meet adopted State and/or Federal flood protection standards to bring them into compliance. (IGC)	**Supporting**		
PHS-2.18 Collaborate to Develop Funding Mechanisms The County shall collaborate with State and local flood management agencies and other interested parties to develop funding mechanisms to finance local share of flood management responsibilities. (IGC)	**Supporting**		
PHS-2.19 Countywide Dam Failure and Flood Plans The County shall maintain and implement the following emergency management plans for the safe evacuation of people from areas subject to inundation from levee and dam failure ▪ San Joaquin County Flood Evacuation Plan, and ▪ Dam Failure Plan. (RDR/PSP) (Source: New Policy)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-2.20 Flood Evacuation Maps The County shall continue maintain and make available to the public, as appropriate, community flood evacuation maps. (PI)	**Supporting**		
PHS-2.21 Public Information Programs The County shall continue to inform the public about the specific risks of living in flood prone areas and provide residents instructional information on how to take steps to reduce their exposure to flood damages. (PI)	**Supporting**		
PHS-2.22 National Flood Insurance Program. The County shall continue to participate in the National Flood Insurance Program including: ▪ maintaining at least the minimum National Flood Insurance Program requirements, and adopt more stringent standards to further promote sound flood plain management when appropriate; ▪ promoting the purchase of flood insurance; ▪ undertaking outreach campaigns to inform the public of the risk of flooding; and ▪ coordinating with Federal, State, and local agencies on efforts to enhance the effectiveness of the implementation of the National Flood Insurance Program. (RDR/PSP/PI/IGC)	**Supporting**		
PHS-2.23 Flood Mapping Information Program The County shall continue to provide the public with information related to Federal Emergency Management Agency floodplain and Flood Insurance Rate Maps. (PI)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL PHS-5			
To protect public health, agricultural crops, scenic resources, and the built and natural environments from air pollution.			
PHS-5.7 TAC Exposure Reduction Measures for New Development The County shall require new development projects to implement all applicable best management practices that will reduce exposure of sensitive receptors (e.g., hospitals, schools, daycare facilities, elderly housing and convalescent facilities) to toxic air contaminants. (TAC)	**Supporting**		
PHS-5.8 Minimize Motor Vehicle Emissions The County shall strive to minimize motor vehicle emissions through land use and transportation strategies, as well as by promotion of alternative fuels. (PSP)	**Supporting**		
PHS-5.14 Energy Consumption Reduction The County shall encourage new development to incorporate green building practices and reduce air quality impacts from energy consumption. (RDR)	**Supporting**		
GOAL PHS-6			
To reduce greenhouse gas emissions as part of the Statewide effort to combat climate change.			
PHS-6.1 Municipal GHG Reduction Targets The County shall reduce GHG emissions from County facilities and activities by 15 percent below 2007 levels by 2020, and shall strive to reduce GHG emissions 40 percent and 80 percent below reduced 2020 levels by 2035 and 2050, respectively. (SO)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-6.2 Community GHG Reduction Targets The County shall reduce community greenhouse gas emissions by 15 percent below 2005 levels by 2020, and shall strive to reduce GHG emissions by 40 percent and 80 percent below reduced 2020 levels by 2035 and 2050, respectively. (RDR/PSP)	**Supporting**		
PHS-6.3 GHG Reduction Strategies The County shall promote greenhouse gas emission reductions by encouraging efficient farming methods (e.g., no-till farming, crop rotation, cover cropping); supporting the installation of renewable energy technologies; and protecting grasslands, open space, oak woodlands, riparian forest and farmlands from conversion to urban uses. (PSP)	**Supporting**		
PHS-6.4 Methane Digesters The County shall encourage large dairies to capture methane through use of manure digester systems to generate an alternative source of energy, reduce greenhouse gas emissions, and serve as a source of profit for agricultural operations. (PSP)	**Supporting**[1]		
PHS-6.5 Diversion, Recycling, and Reuse The County shall achieve a 75 percent diversion of landfilled waste based on 1990 levels by 2020, and shall achieve a diversion rate of 90 percent by 2035. (PSP)	**35,507**	**50,207**	

[1] This policy directly supports GHG Reduction Strategy 5: Manure Management and contributes to the GHG reduction shown for Implementation Program PHS-N.

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-6.6 Business-related GHG Reduction Strategies The County shall encourage all businesses to help reduce GHG emissions by: replacing high mileage fleet vehicles with more efficient and/or alternative fuel vehicles; increasing the energy efficiency of facilities; transitioning toward the use of renewable energy instead of non-renewable energy sources; adopting purchasing practices that promote emissions reductions and reusable materials; and increasing recycling. (RDR/PSP)	**Supporting**		
PHS-6.7 New Development The County shall require new development to incorporate all feasible mitigation measures to reduce construction and operational GHG emissions. (RDR)	**Supporting**		
PHS-6.8 Agricultural Equipment and Emissions The County shall implement the following measures pertaining to agricultural equipment and emissions reductions: • Support SJVAPCD programs to fund equipment upgrades, retrofits, and replacement through the Carl Moyer heavy-duty vehicle and equipment program or other funding mechanisms (e.g., Rule 9510). • Work with SJVAPCD and stakeholders to identify practical and feasible options for fuel-efficient agricultural equipment. • Work with agricultural organizations and stakeholders to provide workshops and presentations and outreach materials focused on promoting fuel efficient farm equipment and operations and encourage participation in the Carl Moyer incentive program. (IGC/PI)	**864**	**864**	

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-6.9 Public Awareness The County shall support public awareness about climate change and encourage County residents and businesses to become involved in activities and lifestyle changes that will aid in reduction of greenhouse gas emissions through alternative energy use, energy and water conservation, waste reduction and recycling, and other sustainable practices. (PSP)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
3.4 Natural and Cultural Resources Element			
GOAL NCR-3			
To ensure the quality of water for municipal and industrial uses, agriculture, recreation, and fish and wildlife.			
NCR-3.1 Preserve Groundwater Recharge Areas  The County shall strive to ensure that substantial groundwater recharge areas are maintained as open space. (PSP)	**Supporting**		
NCR-3.2 Groundwater Recharge Projects The County shall encourage the development of groundwater recharge projects of all scales within the County and cities to increase groundwater supplies. (PSP)	**Supporting**		
NCR-3.3 Multi-Jurisdictional Groundwater Management Evaluation The County shall support multi-jurisdictional groundwater management that involves adjacent groundwater basins. (IGC)	**Supporting**		
NCR-3.4 Eliminate Pollution The County shall support efforts to eliminate sources of pollution and clean up the County's waterways and groundwater. (PSP)	**Supporting**		
NCR-3.5 Low Impact Development  The County shall require new development to minimize or eliminate stormwater quality and hydro-modification impacts through site design, source controls, runoff reduction measures, best management practices (BMPs), and Low Impact Development (LID). (RDR)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
GOAL NCR-5			
To increase energy independence through the use of renewable energy sources and improved energy conservation and efficiency.			
NCR-5.1 Nonrenewable Energy and Energy Efficiency The County shall support the efforts of residents, businesses, and energy providers to reduce the consumption of nonrenewable energy and shall promote energy providers' programs to increase energy efficiency and implement demand response programs. (PSP)	**Supporting**[1]		
NCR-5.2 Alternative Energy The County shall encourage residents, businesses, and energy providers to develop and use alternative, renewable energy sources, including but not limited to, biomass, solar, wind, and geothermal. (RDR/PSP)	**9,685**	**11,412**	
NCR-5.3 Solar Facility Ordinance The County shall prepare and maintain an ordinance that guides the permitting, construction, operation, and decommissioning of large-scale solar energy facilities. (RDR)	**Supporting**		
NCR-5.4 Biomass-to-Energy Production The County shall encourage the use of biomass facilities to capture untapped local energy sources from dairies, farmland, and other industrial sources. (PSP)	**Supporting**		
NCR-5.5 Environmental Protection The County shall strive to balance the development of energy facilities with environmental protection and the preservation of other natural resources. (RDR)	**Supporting**		
NCR-5.7 Passive Solar Energy The County shall encourage new residential subdivisions to provide maximum opportunities for passive heating and cooling. (RDR)	**Supporting**		

[1] Policies NCR-5.1 and NCR-5.2, and Implementation Programs NCR-L and NCR-P are all directly related to Energy Strategy 2: Participation in PG&E Renewable Energy. All four of these policies/implementation programs contribute to the GHG reduction numbers shown for NCR-5.2.

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
NCR-5.8 Clustered Residential Development The County shall encourage clustered developments and common walls to reduce energy demand in residential development. (RDR)	**Supporting**		
NCR-5.10 Energy Conservation in Existing Residential Structures The County shall encourage energy conservation measures, such as insulation and weather-stripping, in existing residential structures. (RDR)	**Supporting**		
NCR-5.11 Green Building Practices The County shall encourage green building practices in new construction. (RDR)	**Supporting**		
NCR-5.12 Energy Efficient Industry The County shall support energy efficiency of industrial processes. (PSP)	**Supporting**		
NCR-5.13 Solar Heating in Industrial Operations The County shall encourage Industrial operations that require large amounts of hot water to incorporate active solar systems in the design of buildings. (RDR)	**Supporting**		
NCR-5.14 Natural Daylighting in Commercial Operations The County shall encourage commercial and employment operations to incorporate natural daylighting by the use of windows and skylights to reduce energy demand for lighting. (RDR)	**Supporting**		
Implementation Programs			
ED-B: Monitor Jobs/Housing Ratio. The County shall work with the cities in the County to monitor the ratio of employment opportunities to housing, and report annually to the Board of Supervisors on the jobs/housing balance. (PSR)	**Supporting**		
IS-C: Sustainability Master Plan. The County shall prepare and adopt a Sustainability Master Plan that guides County efforts to incorporate sustainability strategies (e.g., energy efficiency, water conservation, waste reduction/recycling, purchasing preferences) into its facilities, operations, and activities. (PSP/SO)	**Supporting**		

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
IS-I: Best Management Practices. The County shall prepare and adopt updated low-impact development (LID) standards and best management practices (BMPs) for new development projects as part of its stormwater management and grading ordinance. These standards and BMPs will ensure compliance with National Pollutant Discharge Elimination System (NPDES) Phase 1 and Phase 2 Municipal Separate Storm Sewer System programs (MS4). It will also encourage alternative storm water management systems, natural drainage systems and LID approaches to managing stormwater that improve water quality. (RDR)	**Supporting**		
IS-K: Waste-to-Energy. The County shall prepare a study on the feasibility of developing a waste-to-energy facility, including a methane gas recovery operation. Based on findings from the study, the County shall make recommendations to the Board of Supervisors for follow-up implementation. (PSR)	**Supporting**		
PHS-F: Climate Change Information Program. The County shall prepare brochures and fliers, and provide information on its website to inform citizens of the potential impacts of climate change and how they can prepare for those impacts. Specifically, the promotional materials shall include information on the impacts of heat on human health. (PI)	**Supporting**		
PHS-Q: Agricultural Best Practices Implementation. To implement best practices, the County shall work with agricultural organizations and stakeholders to: ▪ create an outreach program to inform farmers about ways to: reduce fertilizer application with minimal to no effects on crop yield; reduce agricultural burning; and manage the collection and processing of manure and animal waste; and ▪ develop an outreach and incentives program (e.g., rebate opportunities, waive permit fees, registration amnesty program) to encourage farmers to improve the efficiency of irrigation pumps. (IGC/PI)	**23,966**	**23,966**	

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
PHS-R: Monitor GHG Emissions. The County shall monitor GHG emissions a minimum of every five years and verify results of meeting the GHG emission reduction targets and goals. (PSR)	**Supporting**		
NCR-F: Renewable Energy/PACE Program. The County shall develop and implement an incentive program to encourage the installation of solar hot water heaters and solar PV on existing and new developments. The County shall establish a Property Assessed Clean Energy (PACE) (AB 811) program for residential and commercial energy efficiency retrofit projects. (PSP)	**25,193**	**41,074**	
NCR-G: Remove Barriers to Renewable Energy. The County shall review and revise, as necessary, building and development codes and the Development Title and remove or otherwise address barriers to renewable energy production. (RDR)	**Supporting**[1]		
NCR-H: Solar Energy Ordinance. The County shall develop, adopt, and implement an ordinance that guides the construction, installation, operation, and decommissioning of solar energy facilities. The ordinance shall describe where solar energy facilities are permitted within the County and the approval process. The ordinance shall provide for the protection of agricultural and biological resources. (RDR)	**Supporting**		
NCR-I: Review of Energy Consumption of County Operations. The County shall annually review and report on County energy consumption performance and identify programs and techniques to increase its energy efficiency. (PSR)	**Supporting**		
NCR-J: Government Automobiles. As vehicles come up for replacement, the County shall evaluate the feasibility of replacing them with hybrids, alternative fuel, or smaller and more energy-efficient vehicles. (SO)	**Supporting**		

[1] Policies NCR-5.1 and NCR-5.2, and Implementation Programs NCR-I and NCR-M are all directly related to Energy Strategy 2: Participation in PG&E Renewable Energy. All four of these policies/implementation programs contribute to the GHG reduction numbers shown for NCR-5.2.

A-3: Sustainability Policies and Programs	2020 GHG Reduction (MT C02e)	2035 GHG Reduction (MT C02e)	Adaption & Resiliency Program
NCR-K: Industrial Design Standards. The County shall establish standards to incorporate design features that use renewable energy sources in commercial, industrial, and agricultural uses. These standards may include orientation of structures for solar energy use, orientation or provision of adequate structural support for solar collectors, or use of cogeneration facilities. (RDR)	**Supporting**[1]		

Glossary

INTRODUCTION

The glossary provides a list of key terms used in the San Joaquin County Policy Document. The glossary is organized in alphabetical order.

GLOSSARY OF KEY TERMS

100-year Flood Event. The flood having a 1.0% chance of being equaled or exceeded in any given year. A structure located within a special flood hazard area shown on a National Flood Insurance Program map has a 26% chance of suffering flood damage during the term of a 30 year mortgage.

200-year Floodplain. Under Section 65300.2(a) of the California State Government Code, a 200-year floodplain is an area that has a 1 in 200 chance of flooding in any given year, based on hydrological modeling and other engineering criteria accepted by the Department of Water Resources.

200-year Flood Event. A flood event with a 1 in 200 (0.5%) chance of occurring in any given year.

500-year Floodplain. An area that has a 1 in 500 (0.2%) chance of flooding in any given year.

Acre. A unit of land measure equal to 43,650 square feet.

Acreage. Net. The portion of a site exclusive of existing or planned public or private road rights-of-way.

Adaptive Reuse. A method by which a building is adapted to a different use from its original use, while its general physical form is retained.

Adequate Progress. Under Section 65007(a) of the California State Government Code, adequate progress means all of the following:

- The total project scope, schedule, and cost of the completed flood protection system have been developed to meet the appropriate standard of protection.
- (A) Revenues that are sufficient to fund each year of the project schedule developed in paragraph (1) have been identified and, in any given year and consistent with that schedule, at least 90 percent of the revenues scheduled to have been received by that year have been appropriated and are currently being expended.

  (B) Notwithstanding subparagraph (A), for any year in which state funding is not appropriated consistent with an agreement between a state agency and a local flood management agency, the Central Valley Flood Protection Board may find that the local flood management agency is making adequate progress in working toward the completion of the flood protection system.

- Critical features of the flood protection system are under construction, and each critical feature is progressing as indicated by the actual expenditure of the construction budget funds.
- The County has not been responsible for a significant delay in the completion of the system.
- The local flood management agency shall provide the Department of Water Resources and the Central Valley Flood Protection Board with the information specified in this subdivision sufficient to determine substantial completion of the required flood protection. The local flood management agency shall annually report to the Central Valley Flood Protection Board on the efforts in working toward completion of the flood protection system.

Affordable Housing. Under State and federal statutes, housing which costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Aggregate. A resource composed of sand, gravel, and crushed stone used in the construction of buildings, roads, and concrete.

Aircraft Accident. An occurrence in which a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage.

Aircraft Operation. The airborne movement of an aircraft to or from an airport. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations.

Airport. An area of land or water that is used, or intended for use, for the landing and takeoff of aircraft. Any appurtenant areas that are used, or intended for use, for airport buildings, other airport facilities, or rights-of-way; and all airport buildings and facilities located on the areas specified in this definition.

Airport Area of Influence. An area defined for each of the six public-use airports covered in the San Joaquin County Airport Land Use Plan (1997). The airport's area of influence encompasses all areas within the boundaries of the 60 dB CNEL aircraft noise contour and the approach and transitional surfaces at altitudes of 500 feet or less above the relevant airport elevations. Each area of influence follows linear geographic features. principally roads, railroads, utility corridors, and rivers. Each area of influence is divided into nine subareas, each with its own set of land use standards.

Airport Hazard. Any structure or object of natural growth located on or in the vicinity of an airport, or any use of land near an airport that obstructs the airspace required for the flight of aircraft landing or taking off at the airport.

Airport Land Use Commission (ALUC). A commission authorized under the provisions of California Public Utilities Code, Section 21670 *et seq.* for the purposes of promoting compatibility between airports and the land uses surrounding them and established, with limited exceptions in each county where a public-use airport is located.

Airport Land Use Compatibility Plan (ALUCP). A plan adopted by an Airport Land Use Commission that sets forth policies for promoting compatibility between airports and the land uses that surround them. Also referred to as an Airport Land Use Plan (ALUP), Comprehensive Land Use Plan (CLUP), or Compatibility Plan.

Ambient Air Quality Standards. These standards measure outdoor air quality. They identify the maximum acceptable average concentrations of air pollutants during a specified period of time. These standards have been adopted at both state and federal levels.

Annex. The process by which land is incorporated into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer. A geologic formation (rock or sediment) with sufficient pore space permeable enough to store, transmit, and yield significant quantities of groundwater to wells or springs.

Arterial. These facilities, including Major and Minor Arterials, are the principal network for through-traffic within a community and often between communities. Carrying 25,000-45,000 trips per day, arterials provide access routes to shopping areas, places of employment, recreational areas, and other places of assembly. Minor arterials include four lanes and major arterials include 4-6 lanes.

Beneficial use. The use of water either directly by people for their overall benefit, or to support fish, wildlife, and aquatic ecosystems. The State Water Resources Water Board (SWRCB) identifies and defines beneficial uses for each water body and regulates discharges of pollutants or overall pollutant levels to maintain such beneficial uses.

Best Management Practices (BMP). Activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the discharge of pollutants to waters of the United States. BMPs also include treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

Bicycle support facilities. Complement bikeways and are designed to accommodate and encourage the use of bicycles by providing parking, intersection aids, and amenities, as detailed below.

- Bicycle parking, which includes two classes of facilities. Short-term parking, typically U-racks or wave racks, are recommended in locations close to building entrances for customers and visitors; and Long-term parking, most likely provided in secure locations with controlled access or surveillance, is recommended for employees, students, and train or transit stations.
- Bicycle intersection aids, such as bicycle detection at actuated traffic signals with pavement markings, bike boxes at signalized intersections, and colored bike lanes at potential motorist-bicyclist conflict points (such as at freeway entrances).
- Bicycle amenities, such as employee locker/ showering facilities, benches, water fountains, maps, and directional signage with mileage indications to key destinations.

Biological resources. Special status plant and animal species and habitats.

Building Codes. State regulation enforced by the most recently updated codes in Title 15 of the Municipal Code, Title 24 of the California Building Code, California Mechanical, Plumbing, Electrical, Fire, and California Energy Code.

Build-out. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations (see "Carrying Capacity").

California Environmental Quality Act (CEQA). A State law requiring state and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, and environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Canal. A large constructed channel to convey water.

Capital Improvement Program (CIP). A plan developed by a public jurisdiction which identifies the timing and cost of infrastructure and public facilities to be constructed over a certain time period. Funding sources for these improvements may also be described within this document.

Carbon dioxide (CO_2). A naturally occurring gas, also a by-product of fossil fuel combustion, burning biomass, and other industrial processes. CO_2 is the primary GHG that affects the earth's radiative balance, consisting of a single carbon atom and two oxygen atoms.

Central Valley Flood Protection Board (CVFPB). The CVFP Board (formerly The Reclamation Board) was created by the California Legislature in 1911 to carry out a comprehensive flood control plan for the Sacramento and San Joaquin Rivers. The Board has jurisdiction throughout the Sacramento-San Joaquin Valley, which is synonymous with the drainage basins of the Central Valley and includes the Sacramento-San Joaquin Drainage District.

Central Valley Project (CVP). Authorized in 1933. The CVP, operated by the United States Bureau of Reclamation, is the largest water storage and delivery system in California, with facilities in 29 of the State's 58 counties. The project's features include 18 Federal reservoirs and four additional reservoirs jointly owned with the State Water Project.

Central Valley. Valley that dominates the central portion of the California that is home to many of California's most productive agricultural land. The northern half is referred to as the Sacramento Valley, and its southern half as the San Joaquin Valley. The two halves are joined by the shared delta of the Sacramento and San Joaquin Rivers.

CESA. California Endangered Species Act of 1984 (14 CCR 670.5).

- **CE**. A plant or animal species listed as Endangered under CESA.
- **CT**. A plant or animal species listed as Threatened under CESA.

Census. The official United States decennial enumeration of the population conducted by the federal government.

Channel. An elongated open depression in the ground surface through which water may or does flow.

City. An incorporated municipality with local administrative and regulatory authority, usually governed by a mayor and council. When spelled with a capital "C," refers to a government agency or administration body. When spelled with a lower case "c," refers to the geographical area or a generic city.

City Fringe Area. A densely settled transitional area just beyond the corporate limits of a city where the urban population has spilled over into the unincorporated areas outside the city limits.

Class I (Bike Path). A bicycle path intended for the exclusive use of bicycles or shared with pedestrians and physically separated by distance or a barrier from the roadway. Class I paths provide the safest opportunities for bicycle travel.

Class II (Bike Lane). A bicycle lane that shares the right-of-way with the roadway defined by the creation of a separate lane with pavement markings.

Class III (Bike Route). A bicycle route that shares the right-of-way with the roadway, but is not separated by markings or barriers. Instead, Class III bike routes are designated by signage along the roadway. Class III facilities are typically provided along low-volume streets to minimize the potential for conflicts between bicyclists and motorists.

Clear Zones. An area of 100 feet of defensible space around buildings created by clearing flammable material around homes in order to keep direct flames and heat away from the side of the building.

Climate. The accumulation of daily and seasonal weather events over a long period of time.

Climate change. A change in climate (e.g., average temperature) attributed directly or indirectly to human activity that alters the composition of the atmosphere and enhancement of the greenhouse effect. Climate change is distinct from climate variability, which refers to natural phenomena that affect climate.

Cluster. A geographically bounded concentration of similar, related or complementary businesses, with active channels for business transactions, communications and dialogue that share specialized infrastructure, labor markets and services, and that are faced with common opportunities and threats.

Clustered Residential Development. A concept for unincorporated pockets of urban concentrations that clusters the total allowable dwelling units on a tract of land into higher densities on a smaller portion of the tract, leaving the remaining land as open space. For example, in a five-acre minimum lot zoned area, 10 units would be constructed on 50 acres; however, 10 units could also be 'clustered' on 20 acres (allowing minimum two-acre lots), leaving the remaining 30 acres as common open space. This development method will locate units within the best buildable area, reduce development costs, diversify density types, and provide individuals with the opportunity to live in unincorporated areas and yet have their residence within a village atmosphere.

Clustering. The concentration of rural residences to limit their scattered placement and fragmentation of the agricultural landscape.

COG. Council of Governments, a regional agency with representation from city and County governments that is engaged in habitat protection programs and transportation planning.

Collector. These facilities are two-lane roadways that function as the main interior streets within neighborhoods and business areas. They are designed to carry fewer than 10,000 vehicles per day and serve to connect these areas with the higher classification roadways.

Commercial agriculture. Serious farming activity devoted to profit-making commodity production for various markets.

Community Plan. A policy plan that focuses on a particular region or community of the County within the overall general plan area. They refine policies of the general plan as they apply to a smaller geographic area. All principles, goals, objectives, policies, and plan proposals set forth in a community plan must be consistent with the overall general plan.

Community Services Districts. A limited purpose unit of local government created to provide public services to residents of a specific area. Services provided could be limited to one specific activity, such as fire protection, or a combination of activities including, but not limited to, public safety, parks and recreation, libraries, etc.

Compatible. Capable of existing together without conflict or ill effects.

Complete streets. Streets that include facilities and designs that enable safe access for all users (i.e., pedestrians, bicyclists, motorists, and transit riders) of all ages and abilities with characteristics such as balanced design of a diverse and continuous streetscape; safe and accessible pedestrian and biking facilities; aesthetically designed street lights; consistent landscaping of medians and sidewalks; and a comprehensive, integrated, and connected street network.

Confluence. The convergence of two or more bodies of water. It usually refers to the point where a tributary joins a river or creek.

Conservation Easement. A Conservation Easement is a legal agreement between a landowner and another party that permanently limits uses of the land in order to protect its agricultural or biological and other resource values in perpetuity.

Consistent. Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

County Service Areas (CSA). A special taxing district empowered to provide specific services within a specified boundary. The tax rate is set by vote of the people within the boundaries of the service area. CSAs are administered by the County, with policy being set by the Board of Supervisors.

County. County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Cultural Resources. Cultural resources consist of tangible or observable evidence of past human activities, including prehistoric and historic archaeological sites, historic buildings and structures, historic districts with multiple buildings or structures, archaeological districts with multiple sites, and traditional cultural properties and landscapes. Cultural resources may include buildings, structures, objects, sites, districts, places, or any physical evidence of human activities over 45 years old.

Dedication, In lieu of. Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Delta. An expansive inland river delta and estuary formed by the Sacramento and San Joaquin Rivers that includes a large expanse of interconnected canals, streambeds, sloughs, marshes and peat islands.

Delta Primary Zone. The delta land and water area of primary state concern which is situated within the boundaries of the delta, as described in Section 12220 of the Water Code, but that is not within either the urban limit line or sphere of influence line of any local government's general plan or currently existing studies, as of January 1, 1992.

Delta Protection Commission (DPC). State agency created by the Delta Protection Act of 1992. The goal of the Commission is to ensure orderly, balanced conservation and development of Delta land resources and improved flood protection.

Density. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. Density usually is expressed "per acre," e.g., a development with 100 units located on 20 acres has density of 5.0 units per acre.

Department of Water Resources (DWR). The state agency that operates the State Water Project responsible for exports of water from the south Delta and for levee maintenance and improvements. DWR is directly responsible for maintenance of "project levees" in the Delta and provides financial and technical support for "non-project levees".

Develop. As applied to general plan policies, is a directing term for the drafting or preparation of rules, guidelines, policies, or illustrations.

Developable Land. Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, public safety and health hazards and natural resource areas.

Development Code/Development Title. The group of ordinances adopted by San Joaquin County that contain land use and related regulations.

Development Right. The right granted to a land owner or other authorized party to improve a property. Such right is usually expressed in terms of a use and intensity allowed under existing zoning regulation. For example, a development right may specify the maximum number of residential dwelling units permitted per acre of land.

Development. A human-created change to improve unimproved land, including. subdividing land; construction and alteration of buildings, structures, and roads; utilities; mining; dredging; filing; grading; paving; excavating; and drilling.

Discharge. Flow of surface water in a stream or canal or the outflow of ground water from a flowing artesian well, ditch, or spring. Can also apply to discharge of liquid effluent from a facility.

Ditch. An artificial channel usually distinguished from a canal by its smaller size.

Drainage. It can refer to either: (a) process of removing surplus ground or surface water by artificial means; (b) a system to move water off of or out of a particular area, or (c) a source area (watershed) from which waters are drained by particular channels.

Drainage Basin Area. A portion of land area where runoff from rain drains downhill to a specific common outlet point along a creek or river.

Dwelling Unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Dwelling, Multifamily. A building containing two or more dwelling units for the use of individual households; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single Family Attached. A one-family dwelling attached to one or more other one-family dwellings by a common vertical wall. Row houses and town homes are examples of this dwelling unit type.

Dwelling, Single Family Detached. A dwelling, not attached to any other dwelling, which is designed for and occupied by not more than one family and surrounded by open space or yards.

DWR. The California Department of Water Resources (DWR) is a department in the California Resources Agency. DWR manages and regulates water usage in the State while working close with the SWRCB.

Earthquake. Earthquakes result from a sudden slip along a fault or a release of energy from the Earth's crust that creates ground shaking and vibration. Earthquakes typically are measured using the Richter Scale or the Modified Mercalli Scale. The Richter Scale describes the amplitude of an earthquake using a seismograph. Magnitude (M) is calculated as a logarithmic relationship to amplitude, meaning the amplitude of M 6.0 earthquake is ten times greater than an M 5.0 earthquake. This relationship means that the energy released by an M 6.0 quake is 32 times greater than an M 5.0 quake. The Mercalli Intensity Scale is based on observable effects of earthquakes.

Easement. A limited right to make use of a property owned by another; for example, a right of way across the property.

Electricity. A natural phenomenon, either through lightening or the attraction and repulsion of protons and electrons to create friction, that forms an electric current or power.

Element. A division or chapter of the General Plan.

Emergency Preparedness. Organized practice for protecting a jurisdiction from extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations for areas within the jurisdictional boundaries. Emergency preparedness includes identification of: operational concepts related to various emergency situations, components of local emergency management organization, and possible sources of outside support from other jurisdictions and the private sector.

Emergency Shelter. An emergency shelter is a facility that provides shelter to homeless families and/or homeless individuals on a limited short-term basis.

Employment Base. The current number and distribution of employed people in each industry sector, with a focus on the largest or highest value sectors of employment.

Encourage. To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered (also abbreviated "E"). A species whose survival and reproduction in the wild is in immediate jeopardy from one or more causes including loss of habitat, change in habitat, over exploitation, predation, competition, disease, or other factors.

Energy Resources. Sources of electricity and natural Gas.

Environmental Impact Report (EIR). A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Environmental Protection Agency (EPA). The federal agency charged with responsibility for implementing numerous environmental laws and regulations, including the Clean Water Act.

Essential Public Facilities. Under California Government Code Section 65302, essential public facilities include, but not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.

Evacuation Plan. Under California Water Code Section 9650, an evacuation plan includes a system for adequately warning the general public in the event of a levee failure, and a plan for the evacuation of every affected school, residential care facility for the elderly, and longterm health care facility.

Expansive. Soils that contain water-absorbing minerals. These soils expand as they take in water.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

FAR. Floor area ratio.

Fault. A fault is a fracture in the Earth's crust resulting in displacement between the two sides of the fracture. An active fault is defined as a fracture that has moved in the last 11 years (Holocene Period). Potentially Active Faults or Quaternary Faults have documented movement from 11,000 up to over 2 million years before present.

Feasible. Under California Water Code Section 8307, feasible is the means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

Federal Aviation Administration (FAA). The U.S. government agency that is responsible for ensuring the safe and efficient use of the nation's airports and airspace.

Federal Emergency Management Agency (FEMA). Federal Emergency Management Agency, which oversees floodplain management and the national flood insurance program.

Federal Flood Standard. The 100-year flood or 1 percent annual chance flood.

Fiscal Year. Annual period of budgeting and accounting. The County's Fiscal Year extends from July 1 through June 30.

Flood. A temporary rise in flow or stage of any watercourse or storm water conveyance system that results in water runoff exceeding its normal flow boundaries and inundating adjacent, normally dry areas.

Flooding. Water covering a land surface, which can occur from various specific causes.

Floodplain. Any relatively level area adjacent to a surface water body (e.g., river, stream, canal) that experiences flooding under natural or human-altered conditions. May include lands that are susceptible to flooding by water from any source (not just an adjacent channel).

Floodplain Management. Policies and actions designed to reduce risks to life, property, and the environment due to flooding, but may include a range of multiple-objective aspects of watershed management and ecosystem benefits.

Flood Control. Measures and/or facilities that are intended to reduce damage caused by floods.

Flood Hazard Zone. Under Section 65007(d) of the California State Government Code, a flood hazard zone is an area subject to flooding that is delineated as either a special hazard area or an area of moderate hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of flood hazard zones does not imply that areas outside the flood hazard zones, or uses permitted within flood hazard zones, will be free from flooding or flood damage.

Flood Management. The use of comprehensive methods to manage flood flows, providing multiple benefits in addition to protecting people and property.

Flood Prone Area. Areas subject to inundation by flooding.

Flood Risk. The magnitude and probability of consequences that would occur as a result of flood-induced infrastructure damage under a given scenario.

Floor Area Ratio. The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a floor area ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet.

Freeway. Operated and maintained by the Department of Transportation (Caltrans), these facilities are designed as high-volume, high-speed facilities for intercity and regional traffic. Access to these facilities is limited.

Frequency. The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.

General Aviation. Refers to all civil aircraft and operations that are not classified as air carrier, commuter, or regional. The types of aircraft used in general aviation activities cover a wide spectrum from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single-engine piston acrobatic planes, balloons, and dirigibles.

General Plan. The General Plan is a legal document, adopted by the legislative body of a City or County, setting forth policies regarding long-term development. California law requires the preparation of seven elements or chapters in the General Plan. Land Use, Housing, Circulation, Conservation, Open Space, Noise, and Safety. Additional elements are permitted, such as Economic Development, Urban Design and similar local concerns.

General Plan Designation. Planned land uses that identify appropriate uses and standards for development.

Goal. The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Green Building. Any building that is sited, designed, constructed, operated, and maintained for the health and well-being of the occupants, while minimizing impact on the environment.

Greenhouse gas (GHG). Gases that absorb and emit infrared radiation emitted from the earth's surface. Naturally occurring GHGs include water vapor, ozone, CO_2, methane (CH_4), and nitrous oxide (N_2O). The primary human-caused GHGs of concern are CO_2, CH_4, and N_2O.

Groundwater. Water that occurs beneath the land surface, specifically within pore spaces of soil, sediment, or rock formations, excluding soil moisture held by capillary action in the upper, unsaturated zones.

Groundwater basin. An aquifer or series of aquifers with defined lateral boundaries and bottom layer. In some cases, the boundaries of successively deeper aquifers may differ and make it difficult to define the limits of the basin.

Groundwater overdraft. The condition of a groundwater basin in which the amount of water withdrawn (by pumping) exceeds the amount of water that recharges the basin.

Groundwater recharge. The natural or intentional infiltration/percolation of surface water into the zone of saturation (i.e., into groundwater).

Hazardous Materials or Waste. A substance that increases or poses a threat to human health and the environment because of the physical or chemical nature, quantity, or concentration of the substance.

Heritage Tourism. Tourism oriented toward experiencing places, artifacts, and activities that authentically represent the stories and people of the past and present.

High/Very High Fire Hazard. A measure of the physical conditions that can lead to fire damage, characterized by high to very high fire behavior and burn probabilities. These areas typically have several or nearby forest areas, high vegetation density, and steep slopes with mixed topography in conjunction with common fire occurrence as influenced by seasonal extreme weather conditions of strong winds and dry fuel moistures and extreme hazard fuels types.

Historic Preservation. The preservation of historically significant structures and neighborhoods in order to facilitate restoration and rehabilitation of the building(s) to a former condition.

Household. All those persons—related or unrelated—who occupy a single housing unit.

Household Hazardous Waste. Items discarded at specially designated facilities and not in solid waste facilities. These items included paints, cleaning chemicals, solvents, fluorescent light bulbs, non-commercial pesticides, insecticides, and motor oil

Impact Fees. A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise unmitigated impacts the project will produce. Government Code §66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund. Impact/development fees may be used to pay for preparing and updating general and specific plans.

Implementation. An action, procedure, program, or technique that carries out general plan policy.

Incompatible Uses. The use of land which is normally incompatible with surrounding or adjacent uses.

Infill Development. Development of vacant land, usually individual lots or left-over properties, within areas that are already largely developed.

Infrastructure. Public services and facilities such as sewage-disposal systems; water-supply systems; electricity, gas, or other utility systems; and roads.

Jobs/Housing Ratio. The availability of housing near employment areas. A jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

LAFCo. The county-specific boundary control agency, with city and County representation, responsible for reviewing and approving city and special district annexations, new local government formations and related actions.

Landfill. A disposal facility for solid wastes using a system of trash and garbage disposal in which the waste is buried between layers of earth to build up low-lying land.

Levee. A dike or earthen embankment that confines flood flows to a channel to protect adjacent land from flood waters.

Level of Service (LOS). A standard scale used by government agencies to measure the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service. A standard used by government agencies to measure the quality or effectiveness of a municipal service such as police, fire, or library, or the performance of a facility, such as a street or highway.

Liquefaction. A process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking or because of a sudden shock or strain.

Local Street. A street whose primary function is to provide direct access to adjacent properties and to connect to the collector network. They include residential, commercial, industrial, and rural roads.

Low Impact Development. An approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements.

Mineral Resources. Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the California Geological Survey as being a resource of regional significance and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mitigate. To ameliorate, alleviate, or avoid.

Mixed-Use Development. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multi-Modal Transportation System. A network of integrated and interconnected corridors, highways, and streets that can be conveniently accessed by multiple modes of transportation, for example automobile, transit, bicycle, or walking.

Municipal Service Review. A Municipal Service Review (MSR) is a study conducted for a city, county, or special district, examining all public service needs for the area and recommending actions to promote the efficient provision of public services. The MSR is a prerequisite to a Sphere of Influence determination or change and may also lead a LAFCO to take other actions under its authority. In adopting the required MSR for each agency's Sphere of Influence (SOI), LAFCO must include a written statement of its determinations with respect to each of the following topics. infrastructure needs or deficiencies; growth and population projections for the affected area; financing constraints and opportunities; cost avoidance opportunities; opportunities for rate restructuring; opportunities for shared facilities; government structure options, including advantages and disadvantages of consolidation or reorganization of service provision; evaluation of management efficiencies; and local accountability and governance.

Mutual Aid. An agreement in which two or more parties agree to furnish resources and services to each and every other party of the agreement to assist in the response to a disaster or emergency. Mutual aid needs not covered by the California Emergency Mutual Aid Plan are often resolved through development of local mutual aid agreements.

National Flood Insurance Program (NFIP). The NFIP is a federal program enabling property owners in participating communities to purchase affordable flood insurance. As part of the NFIP, communities are required to adopt building standards that meet FEMA NFIP criteria.

Natural Gas. A mixture of hydrocarbon gases that occurs with petroleum deposits, principally methane together with varying quantities of ethane, propane, butane, and other gases, that is used as a fuel in a variety of applications from cooking stoves to heaters and industrial processes.

Noise. Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Impact. A condition that exists when the noise levels that occur in an area exceed a level identified as appropriate for the activities in that area.

Nonurbanized Area. Under Section 65007(f) of the California State Government Code, a nonurbanized area is a developed area or an area outside a developed area in which there are fewer than 10,000 residents that is not an urbanizing area.

NPDES (National Pollutant Discharge Elimination System) Permit. A permit that must be reissued every five years that regulates the wastewater treatment plant to discharge to surface water. The permit defines the requirements for discharge, monitoring, and operations of a treatment plant.

Open Space Land. Open space land is any parcel, area, or waterway that is essentially unimproved and devoted to an open space use. Under Section 65560 of the California State Government Code, open space land is broadly defined as land designated for the preservation of natural resources (i.e., lakeshore and watershed lands); managed production of resources (i.e., lands for agriculture, forestry, recharge of groundwater); outdoor recreation (i.e., parks, scenic highway corridors, and areas with outstanding scenic, historic and cultural values); and public health and safety (i.e., flood plains, unstable soil areas).

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Organic. Food or other agricultural products produced through methods that integrate cultural, biological, and mechanical practices that foster cycling of resources, promote ecological balance, and conserve biodiversity without the use of antibiotics, synthetic fertilizers and pesticides, sewage sludge, irradiation, growth stimulants, or genetic engineering.

Overdraft. Groundwater that is drawn in excess and causes a lowered water table. Overdraft and the lowering of the water table can cause depressions in the groundwater allowing for saltwater intrusion and subsidence.

Parcel. A lot in single ownership or under single control, usually considered a unit for purposes of development.

Peak Hour. The time period during which the greatest demand occurs on the transportation system in the morning and early afternoon, also known as "rush hour."

Policy. A specific statement of principle or action that guides the management of public affairs. Policies are adopted by a legislative body (such as a city council or county board of supervisors) in order to meet specified goals and objectives before undertaking an action program.

Pollutant. Dredged spoil, solid waste, incinerator residue, filter backwash, sewage, garbage, sewage sludge, munitions, chemical wastes, biological materials, radioactive materials (except those regulated under the Atomic Energy Act of 1954, as amended (42 U.S.C. 2011 et seq.)), heat, wrecked or discarded equipment, rock, sand, cellar dirt, and industrial, municipal, and agricultural waste discharged into water [40 CFR 122.2].

Port. Refers to both the harbor area where ships are docked and for the agency (port authority), which administers use of public wharves and port properties.

Primary Zone. Section of the Legal Delta defined under the Delta Protection Act of 1992, lands within which should be protected from non-agricultural uses (see Figure 15.1-1). These lands are outside of the urban limit line or sphere of influence of any local government general plan. The Delta Protection Commission is responsible for preparing a plan for managing the resources within the primary zone.

Productive Agriculture/Productive Farmland. Farmland that has received water supplies in three of the prior 10 years and is classified as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland on the Statewide Important Farmland map.

Prohibit. A directive to not allow a particular use, activity, or action.

Project. Activities which is being approved and which may be subject to several "discretionary" approvals by government agencies.

Projection. A prediction of future setting based on extrapolation from past observations.

Property Tax. An ad valorem tax on secured and unsecured real property.

Public Facilities. Although often paired with, or included in, public infrastructure categories, this term relates to specific public facilities and buildings, such as wastewater treatment plans, administrative offices, hospitals, community centers, athletic facilities, schools, and parks, among others.

Quarry. An open excavation or pit from which stone is obtained by digging, cutting, or blasting.

Reclamation. The reuse of resources by removing environmental obstacles (e.g., water or marsh).

Recreational Area. Any public or private space set aside or primarily oriented to recreational use. This includes both parks and community centers.

Rehabilitation. The repair, preservation, and/or improvement of substandard housing.

Renewable Energy. Energy that is produced by effectively using naturally-replenished resources such as sunlight, wind, rain, tides and geothermal heat.

Reservoir. Water supply reservoirs store water in periods of surplus for use during dry periods.

Response. The range of actions taken during an emergency to protect the public, limit damage, and minimize threats to public health and the environment.

Retention Basin. A drainage pond with no outlet facilities for terminal drainage, that is capable of storing the required storm water runoff volume and is capable of emptying through percolation and evaporation over a specified time.

Ridership. The number of passengers on a given transportation system measured in number of one-way passenger trips.

Right-of-way. A linear strip of land occupied or intended to be occupied for transportation (streets, bike lanes, sidewalks, on-street parking, transit lanes, railroad tracks) or public facilities (utility lines).

Riparian. Of, on, or pertaining to the bank of a natural course of water. For example, riparian vegetation is composed of plant species normally found near streams, lakes, and other freshwater bodies, such as ponds, and reservoirs.

Runoff. Precipitation (rain or snowmelt) that is not used by plants, evaporated, or infiltrated to soils and is transported across land surfaces to streams or other surface water bodies. A volume of surface water (typically expressed in acre-feet).

Rural. Land, development, or populations located outside a defined urban area.

Sacramento-San Joaquin Drainage (SSJD) District. Comprises more than 1.9 million acres in the Central Valley generally along and adjacent to the Sacramento and San Joaquin rivers. SSJD District functions to allow survey work and the collection of data of the San Joaquin and Sacramento rivers and tributaries to prepare a report to the Central Valley Flood Protection Board to further the Board's plans for controlling the floodwaters of the rivers, improve and preserve navigation, and the reclamation and protection of the lands that are susceptible to overflow from those rivers and their tributaries.

Sacramento-San Joaquin Valley. Under California Government Code Section 65007(g), the Sacramento-San Joaquin Valley includes lands in the bed or along or near the banks of the Sacramento River or San Joaquin River, or their tributaries or connected therewith, or upon any land adjacent thereto, or within the overflow basins thereof, or upon land susceptible to overflow there from. The Sacramento-San Joaquin Valley does not include lands lying within the Tulare Lake basin, including the Kings River.

Sales Tax. The tax imposed on retailers selling tangible personal property.

San Joaquin Valley Air Basin (SJVAB). An air basin is a geographic area that exhibits similar meteorological and geographic conditions. California is divided into 15 air basins to assist the statewide regional management of air quality issues. The SJVAB extends from San Joaquin County (northern boundary) to Kern County (southern boundary).

San Joaquin Valley or Region. Consists of eight counties (Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare). Synonym with Region.

Scenic Highway. Portions of the state highway system designated to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty. These roadways, together with the adjacent scenic corridors, require special scenic conservation treatment.

Sea level rise. An increase in mean sea level of the ocean and an effect of climate change associated with thermal expansion of the ocean and melting of polar and glacial ice.

Secondary Zone. Section of the Legal Delta outside of the primary zone (see Figure 15.1-1). Lands within the secondary zone are subject to the land use authority of local governments.

Seismic. Terrestrial movement that is caused by or subject to earthquakes or earth vibrations.

Seniors. Persons age 65 and older.

Sensitive Receptors. Populations or uses that are more susceptible to the effects of air pollution than the general population, such as long-term health care facilities, rehabilitation centers, retirement homes, convalescent homes, residences, schools, childcare centers, and playgrounds.

Septic System. A sewage treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual home waste disposal where an urban sewer system is not available.

Sidewalk. A dedicated paved pedestrian walkway located adjacent to streets and roadways.

SJCOG. San Joaquin Council of Governments

Solid Waste. Non-hazardous solid discarded items from households and light industry. Solid waste includes primarily waste paper and food organic waste. Other common waste items are plastic, cloth, metal cans and yard waste.

Special Flood Hazard Area. A FEMA classification that applies to areas subject to flooding by the 1% annual chance flood (i.e. a 1% chance of being equaled or exceeded in any given year) or more simply stated as the 100-year flood zone based on the current effective FIRM.

Special-Status Species. Rare, threatened, or endangered plant or animal species protected by federal, state, or other agencies in accordance with any of the following:

- ESA.
- CESA.
- State Species of Concern list or Special Animals list (CDFG).
- CDFG Fully Protected Species List [Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the California Fish and Game Code).
- California Native Plant Protection Act (plants listed as rare, threatened, or endangered by the California Native Plant Society (CNPS).
- Section 15380 of the CEQA guidelines.
- SWRCB. State Water Resources Control Board. The SWRCB protects water quality by setting statewide policy, coordinating and supporting the Regional Water Board efforts, and reviewing petitions that contest Regional Board actions (see RWQCB above). The State Board is also solely responsible for allocating surface water rights.

Specific Plan. A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence (SOI). The boundary surrounding cities and special service districts that is intended to represent the ultimate area into which the city or district may expand and extend public services. The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

State Water Project (SWP). Authorized in 1960. SWP facilities include 20 dams, 662 miles of aqueduct, and 26 power and pumping plants. Major facilities include the multi-purpose Oroville Dam and Reservoir on the Feather River, the California Aqueduct, South Bay Aqueduct, North Bay Aqueduct, and a share of the State-Federal San Luis Reservoir.

State Water Resources Control Board (SWRCB). The State agency responsible for managing the water rights system for the State of California, including the granting of new water right permits, and for implementing State and Federal water quality laws and regulations.

Storm Drainage System. A system for collecting surface runoff of stormwater and removing it to appropriate outlets. The system may include inlets, catch basins, storm sewer pipes, channels, detention basins, and pump stations.

Stormwater. Excess water from rainstorms, snow melt runoff, and other surface runoff and drainage from developed lands.

Strip Commercial Development. A linear pattern of commercial land use in which retail businesses are afforded direct access to a major thoroughfare; generally associated with auto-dependence and intensive use of signs to attract passersby.

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Subsidence. The sinking of land, usually occurring over broad areas, which typically results from extraction of groundwater, gas, oil, and geothermal energy, or hydro-compaction, peat oxidation, earthquake, and fault rupture.

Surface Water. Water that is on the Earth's surface, lakes, rivers, canals, and wetlands. Surface water is replenished through precipitation and lost through evaporation and discharge to oceans.

Sustainability. Practice that maintains or enhances equity, economic opportunity, and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable practices meet the needs of the present without compromising the ability of future generations to meet their own needs.

Transit-Dependent. Persons who, due to disability, age, and/or economic status, do not have access to a vehicle and rely on public or private transportation services. According to the 2006 American Community Survey, 10 percent of the county's population is aged 65 years or older, 25 percent are under 16 years of age, 13 percent are disabled, and 14 percent live below poverty level. Seven percent of households have no vehicle available. One percent of commuters use transit for the journey to work while two percent walk.

Transportation Demand Management (TDM). Various strategies that change travel behavior in order to increase transport system efficiency and achieve specific objectives such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non-drivers, energy conservation and pollution emission reductions.

Transportation System Management (TSM). Various low-cost strategies with the goal of shifting emphasis from expanding capacity to making better use of existing transportation systems.

Trend. Changes in demographics over time.

Underutilized Site/Parcel. A developed parcel that is not reaching its full economic potential as currently developed.

Unincorporated Area/Communities. Land located outside the city limits.

United States Army Corps of Engineers. A Federal agency of civilian and military engineers, scientists, and other specialists working in engineering and environmental matters to provide quality, responsive engineering services to the United States including planning, designing, building, and operating water resources and other civil works projects (e.g., navigation, flood control, environmental protection, disaster response); designing and managing the construction of military facilities for the Army and Air Force; and providing design and construction management support for other Defense and Federal agencies (i.e., interagency and international services).

United States Fish and Wildlife Service. A Federal bureau within the Department of the Interior whose mission is to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people.

Urban. The term urban is used to describe land uses common to a city or unincorporated community. Urban land uses include residential, commercial, industrial, and institutional uses. Urban uses are usually considered more intensive in scenic character than rural land uses.

Urban Area. Under Section 65007(l) of the California State Government Code, an urban area is a developed area in which there are 10,000 residents or more.

Urbanizing Area. Under Section 65007(m) of the California State Government Code, an urbanizing area is a developed area or an area outside a developed area that is planned or anticipated to have 10,000 residents or more within the next 10 years.

Urban Level of Flood Protection. Under California Government Code Section 65007(k) and Water Code Section 9602(i), an urban level of flood protection is a level of protection that is necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year using criteria consistent with, or developed by, the Department of Water Resources.

Urban Sprawl. Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Utilities. Infrastructure such as water, sewer, stormwater drainage, solid waste, electricity, gas, and telecommunications systems.

Vacant. Lands or buildings that are not actively used.

Waste Diversion. Prevention and reduction of generated waste, reducing the burden on landfills, through source reduction, recycling, reuse, or composting.

Waste Water Treatment Plant. A municipal or public service district which provides treatment of collected waste water.

Waste-to-Energy Technology. Technology that creates energy in the form of electricity or heat from the incineration of waste source. One well-known example is the use of municipal landfill gas (methane) as a source of energy for generating electricity.

Wastewater. Also defined as sewage. Wastewater flows from domestic residences, commercial, industrial, and agricultural sources.

Watershed. The land surface area from which water drains into a common downstream point.

Watt. An electrical unit of power equal to the rate of energy transfer produced in a circuit by one volt acting through a resistance of 1 ohm, a unit of measurement of resistance.

Wetlands. Areas that are inundated or saturated by surface or groundwater to support a prevalence of vegetation typically adapted for life in saturated soil conditions. This definition of wetlands requires three wetland identification parameters to be present: wetland hydrology, hydric soils, and hydrophytic vegetation. Wetlands can be areas that are consistently inundated or seasonally inundated.

Wildfire. A fire occurring on wildland that does not meet management objectives and thus requires a suppression response.

Wildlife Corridors. A strip of habitat connecting wildlife populations separated by human activities (e.g., roads, development, or logging); allows an exchange of individual wildlife populations; and facilitates reestablishment of wildlife populations in isolated areas.

Zoning District. An individual zoning division of a local municipality (city or county) that identifies the location of applicable zoning.

Zoning. The division of a local municipality (city or county) into districts and the application of different regulations in each district. Zoning regulations are generally divided into two classes. (1) those that regulate the height or bulk of physical structures within certain designated districts; and (2) those that prescribe the use to which buildings within certain designated districts may be put.