# 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.

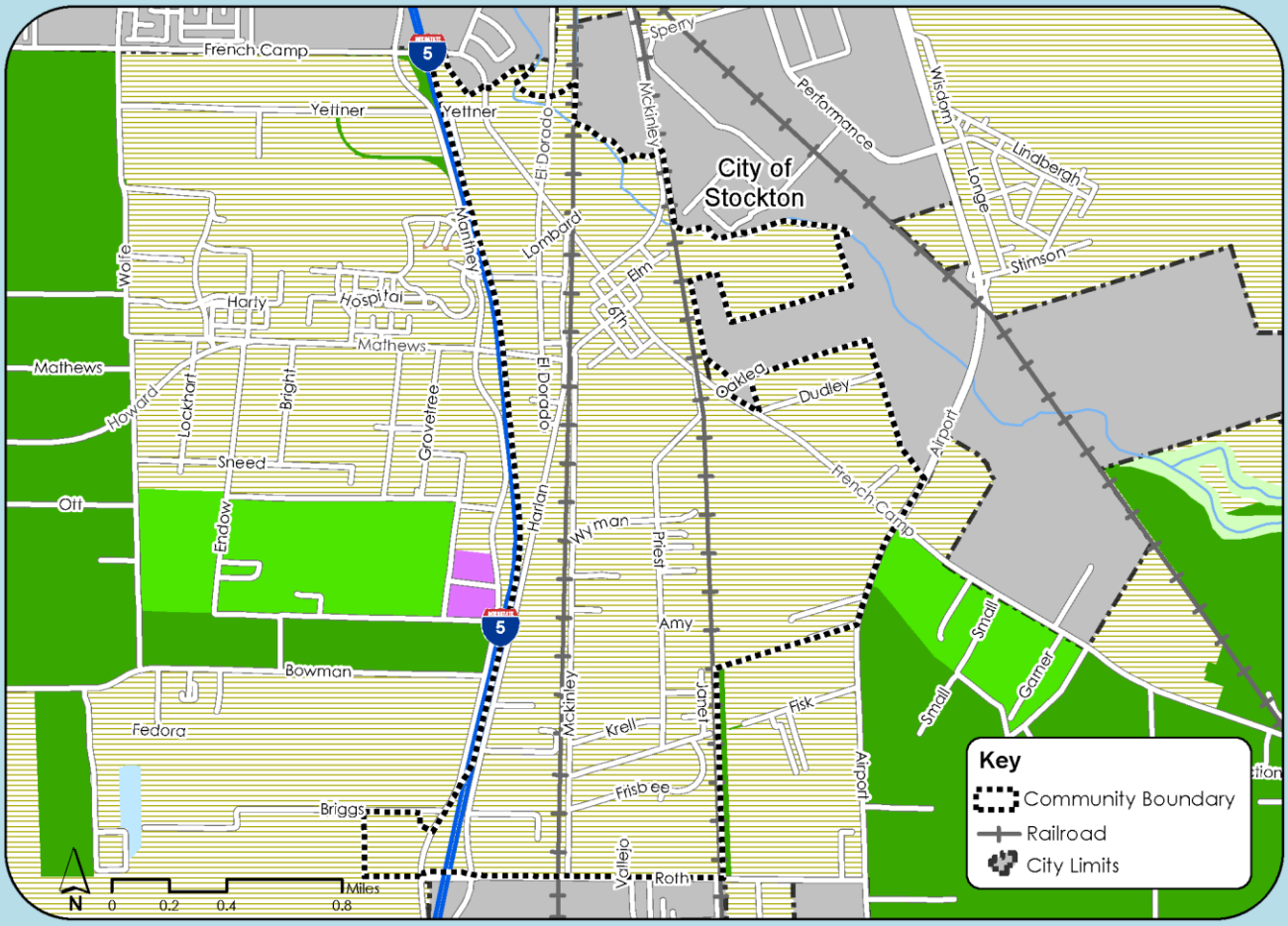
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>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.

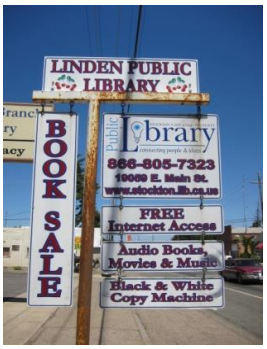
By 1868 the town was flourishing with commercial activity, including two general stores, two blacksmith shops, a wheelwright shop, a flour mill, two churches, a public school, and a hotel. The rich farmland in the vicinity, initially planted with wheat and alfalfa, was largely replaced with fruit and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

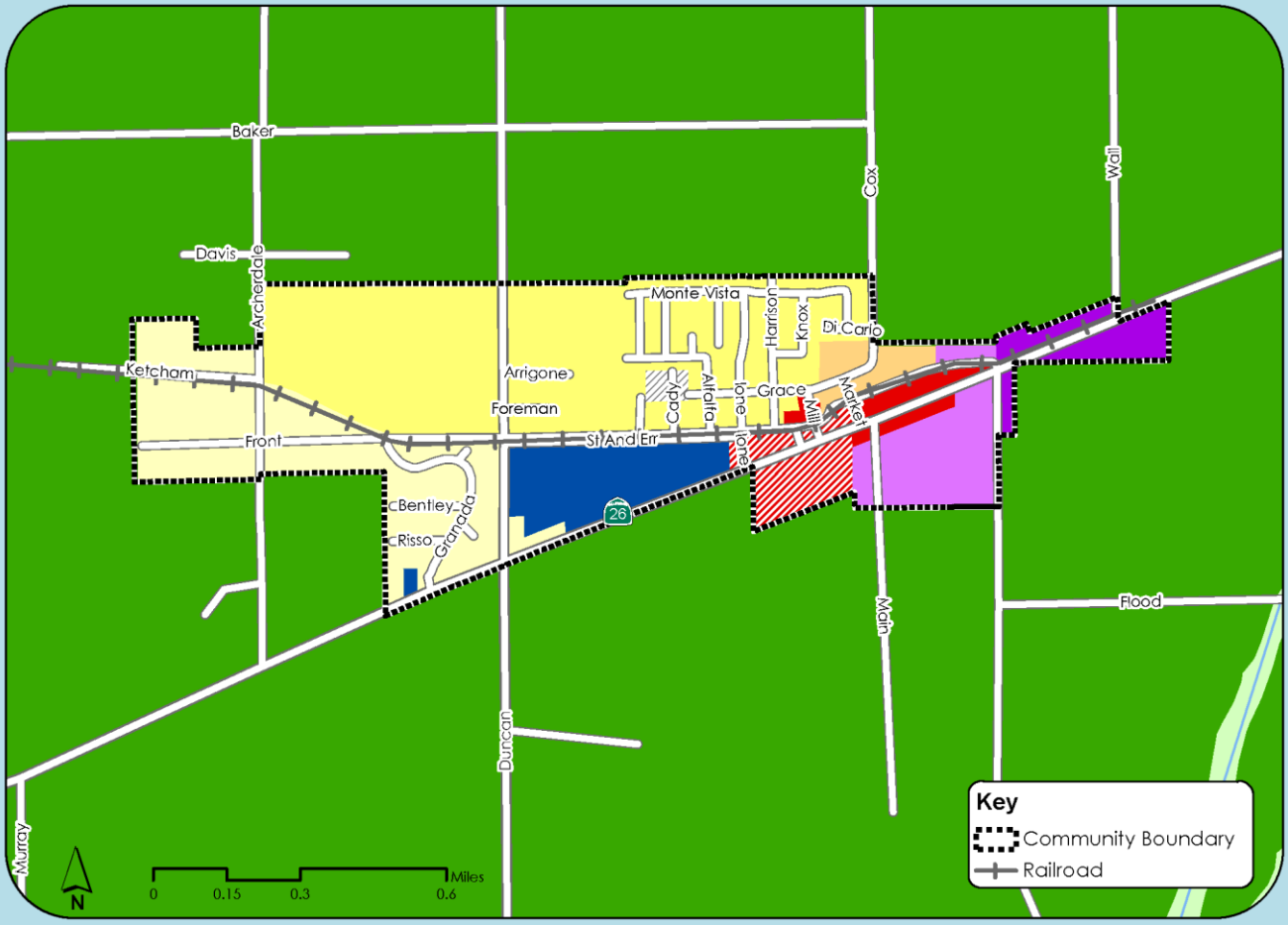
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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.

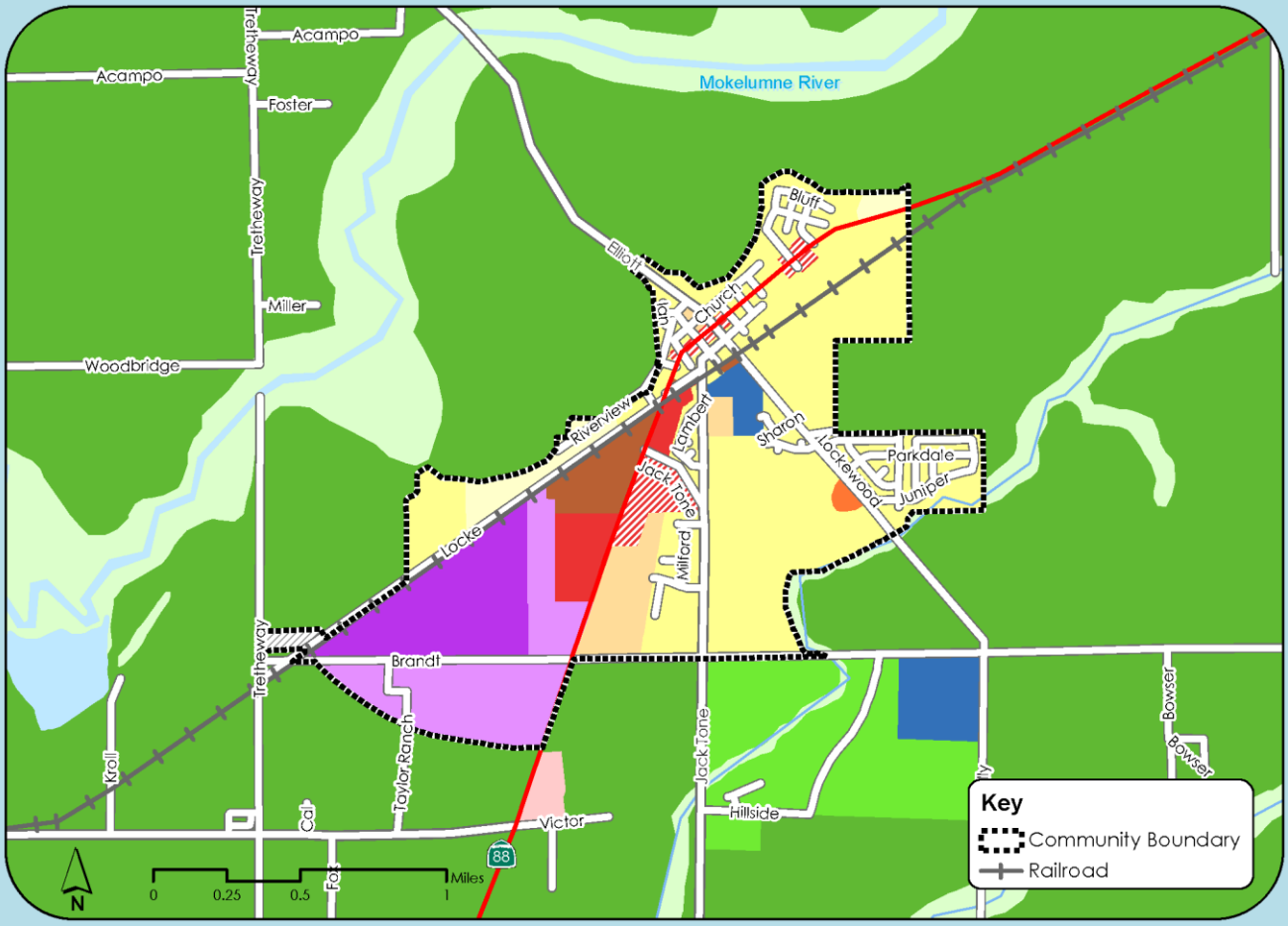
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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)
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- Community (C/C)
- General (C/G)
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**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

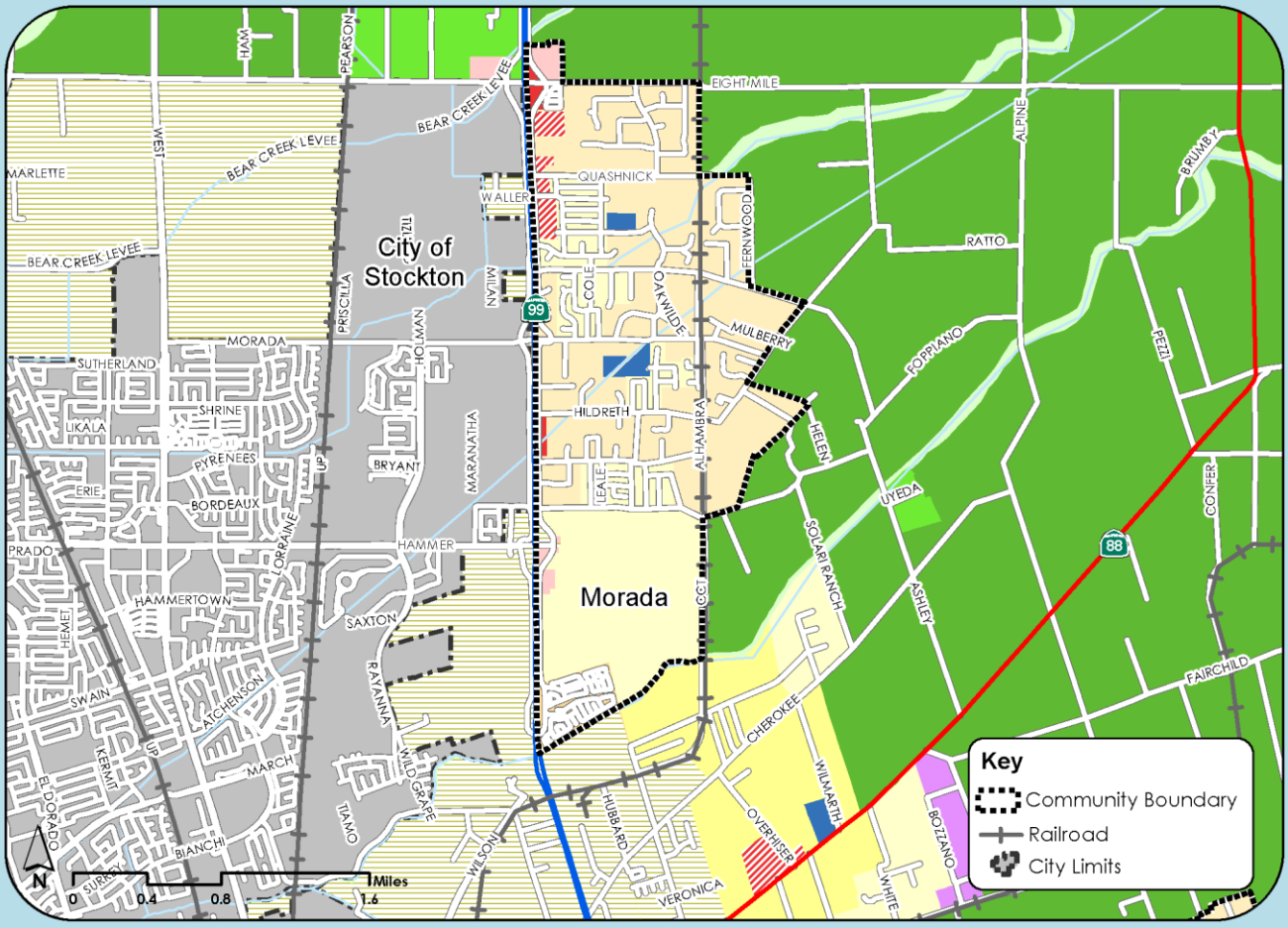
### Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>(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.

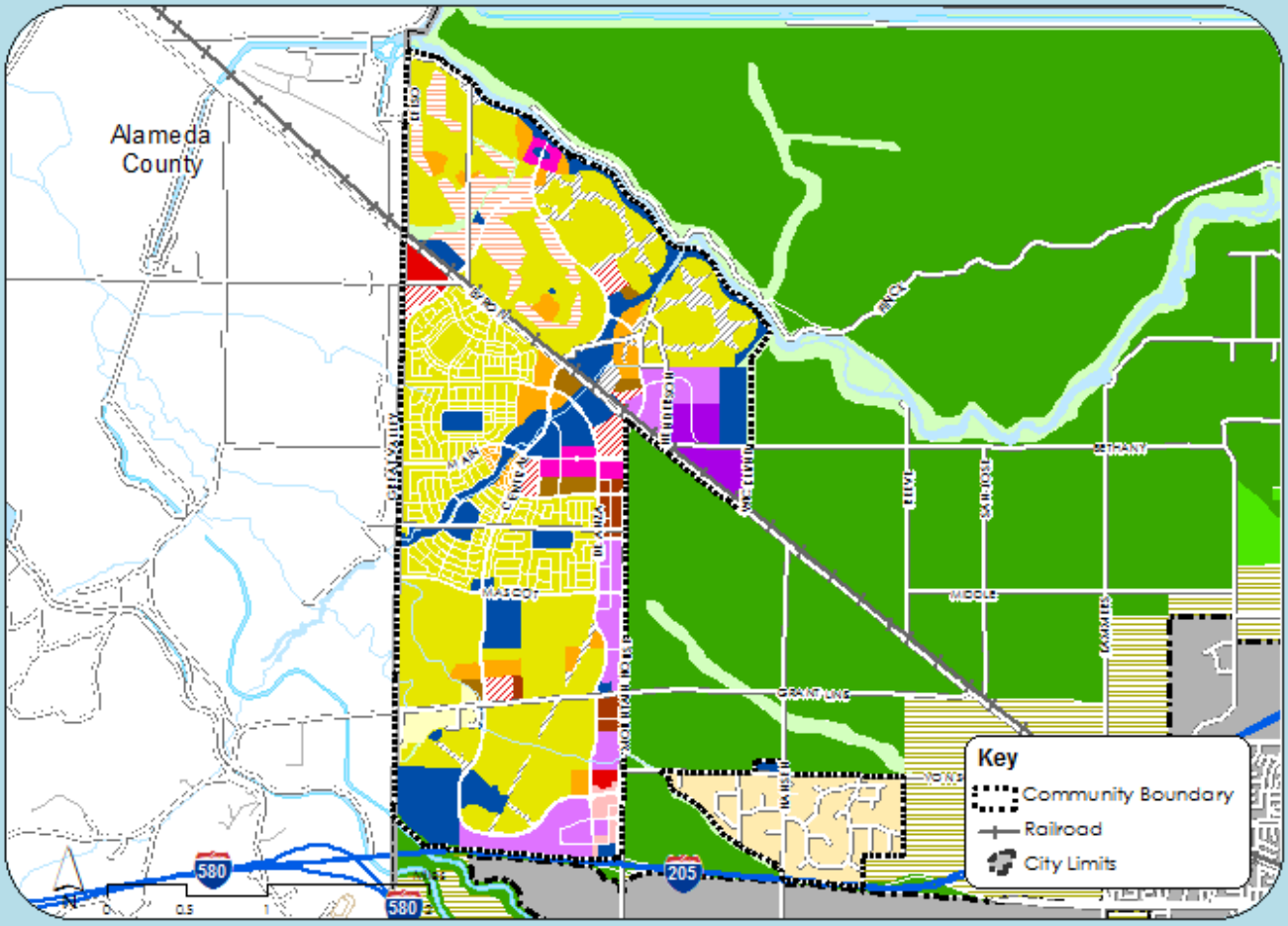
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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)<br>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

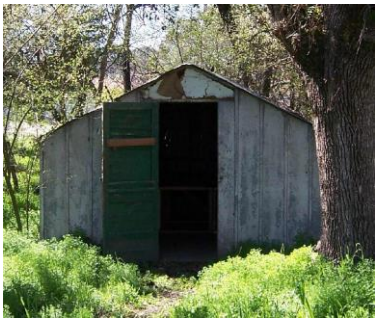
# UC-6 Thornton

**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.

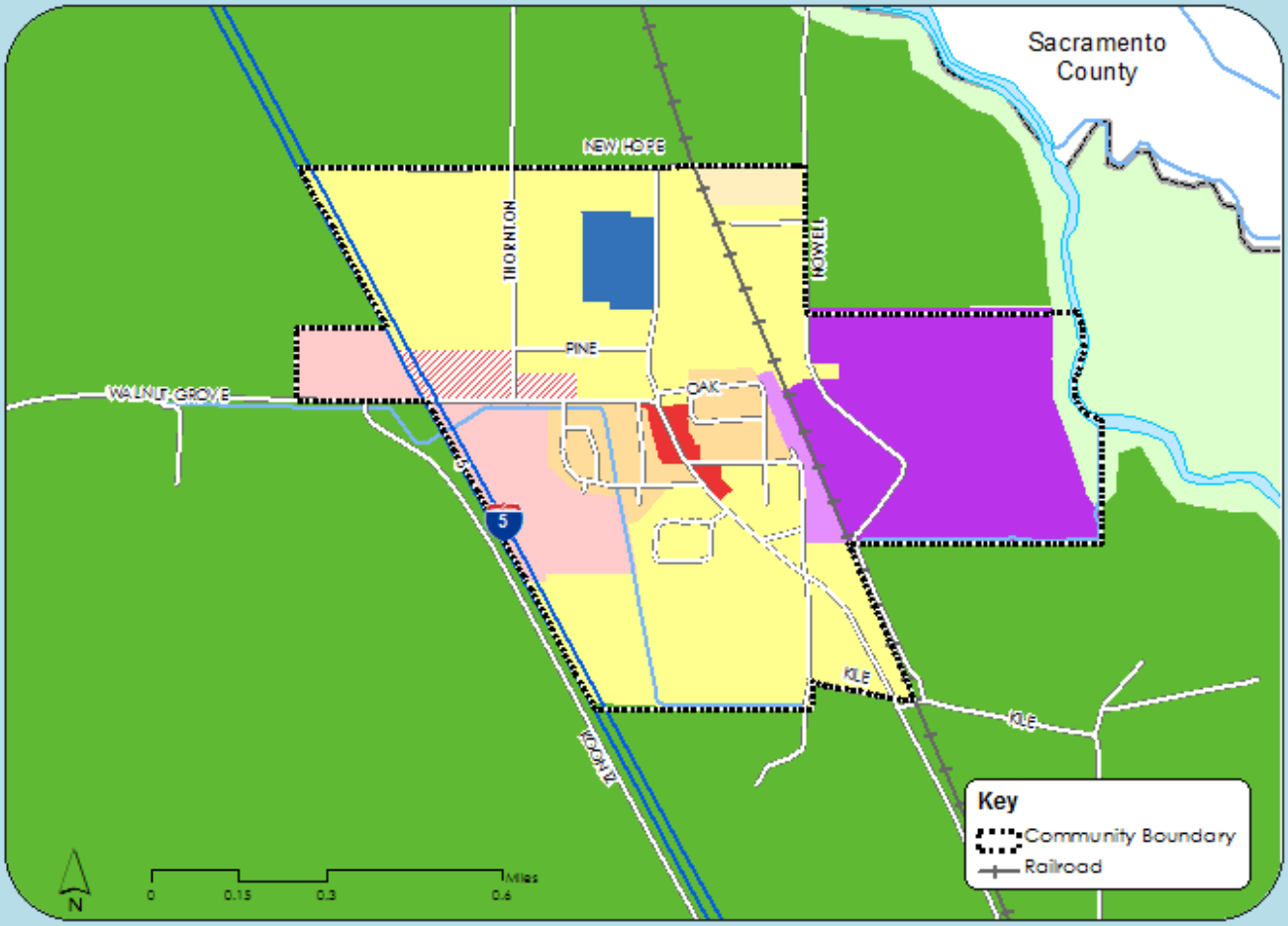
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>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

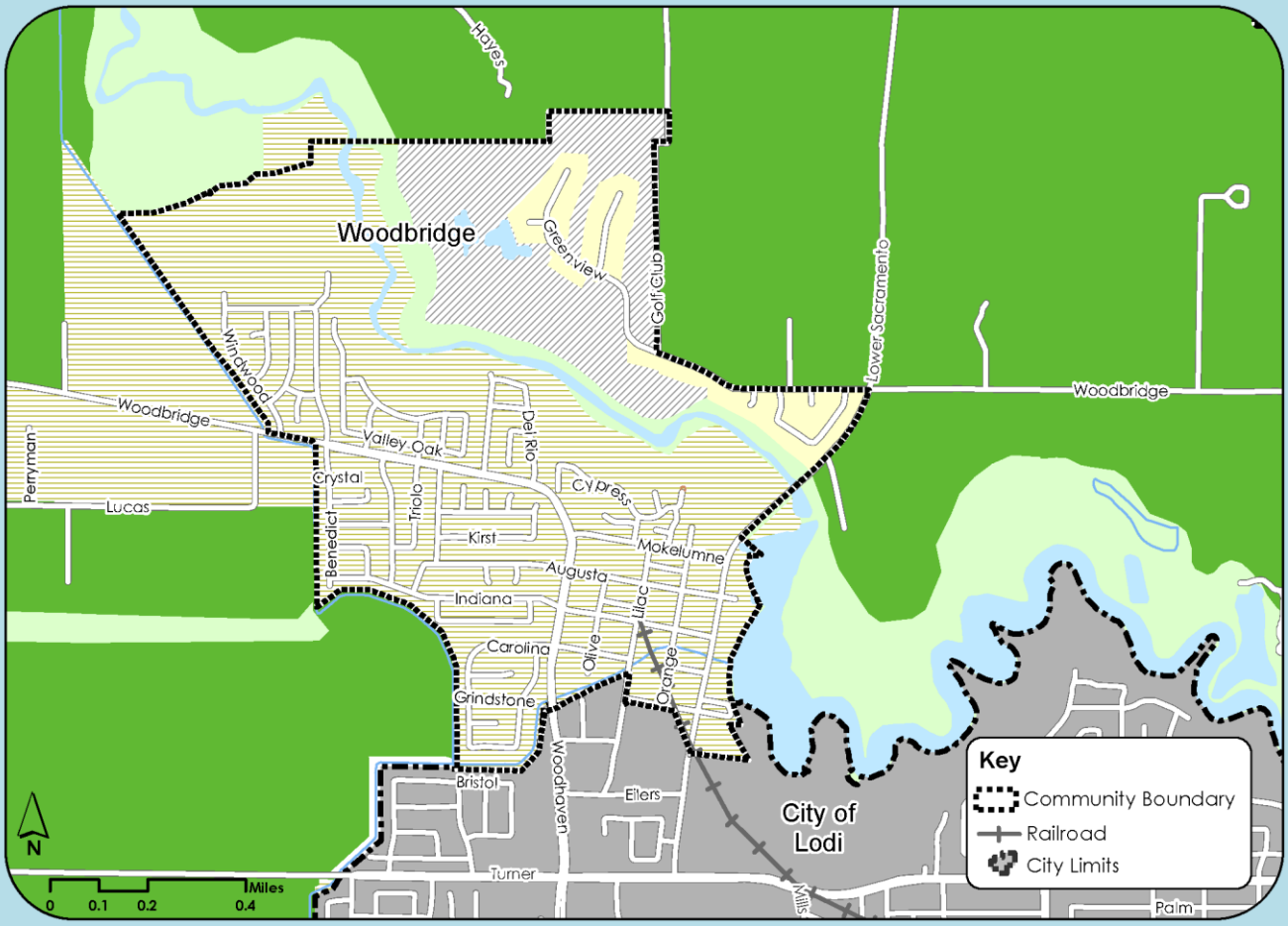
None.

## 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.

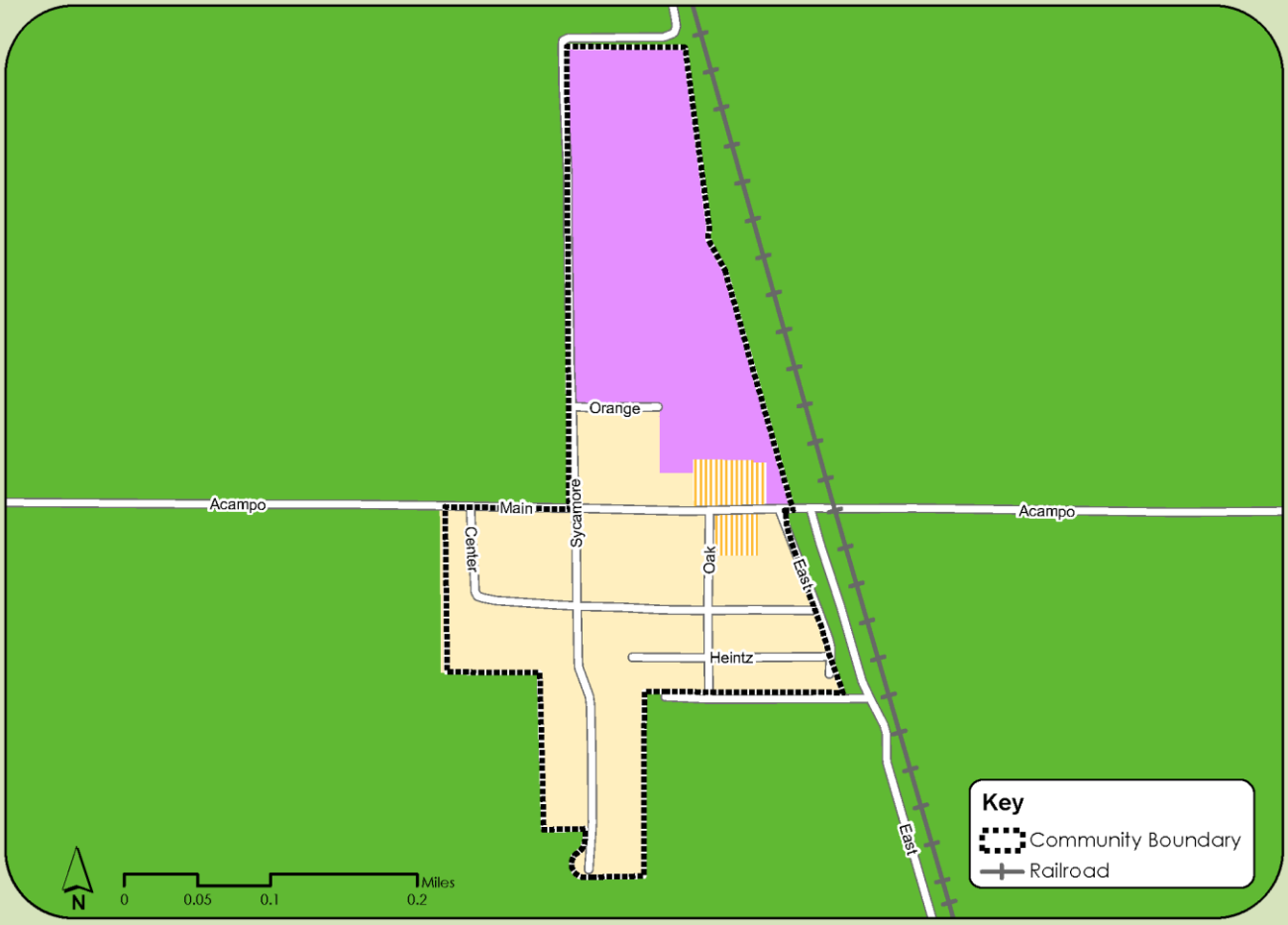
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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.

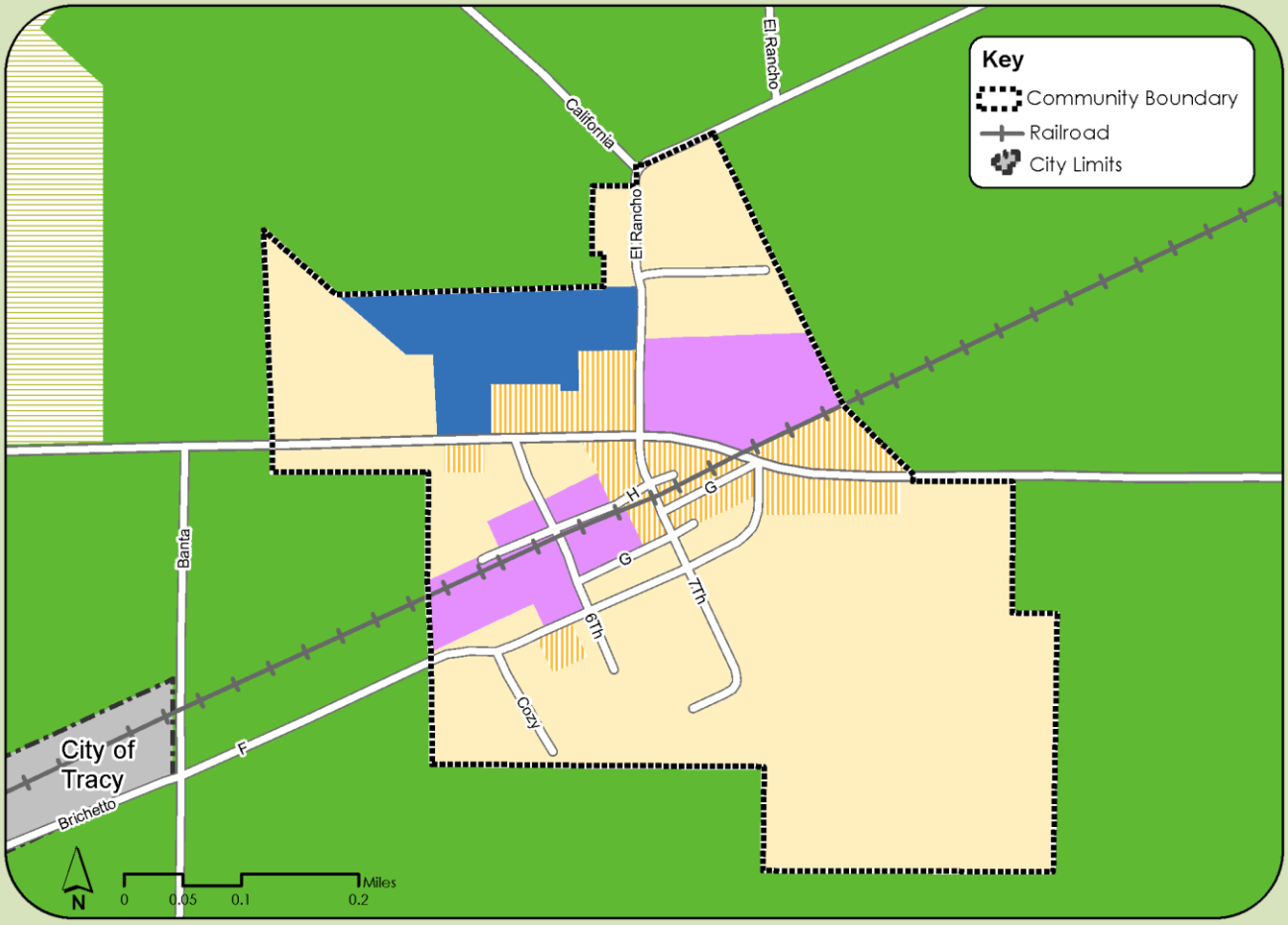
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>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.

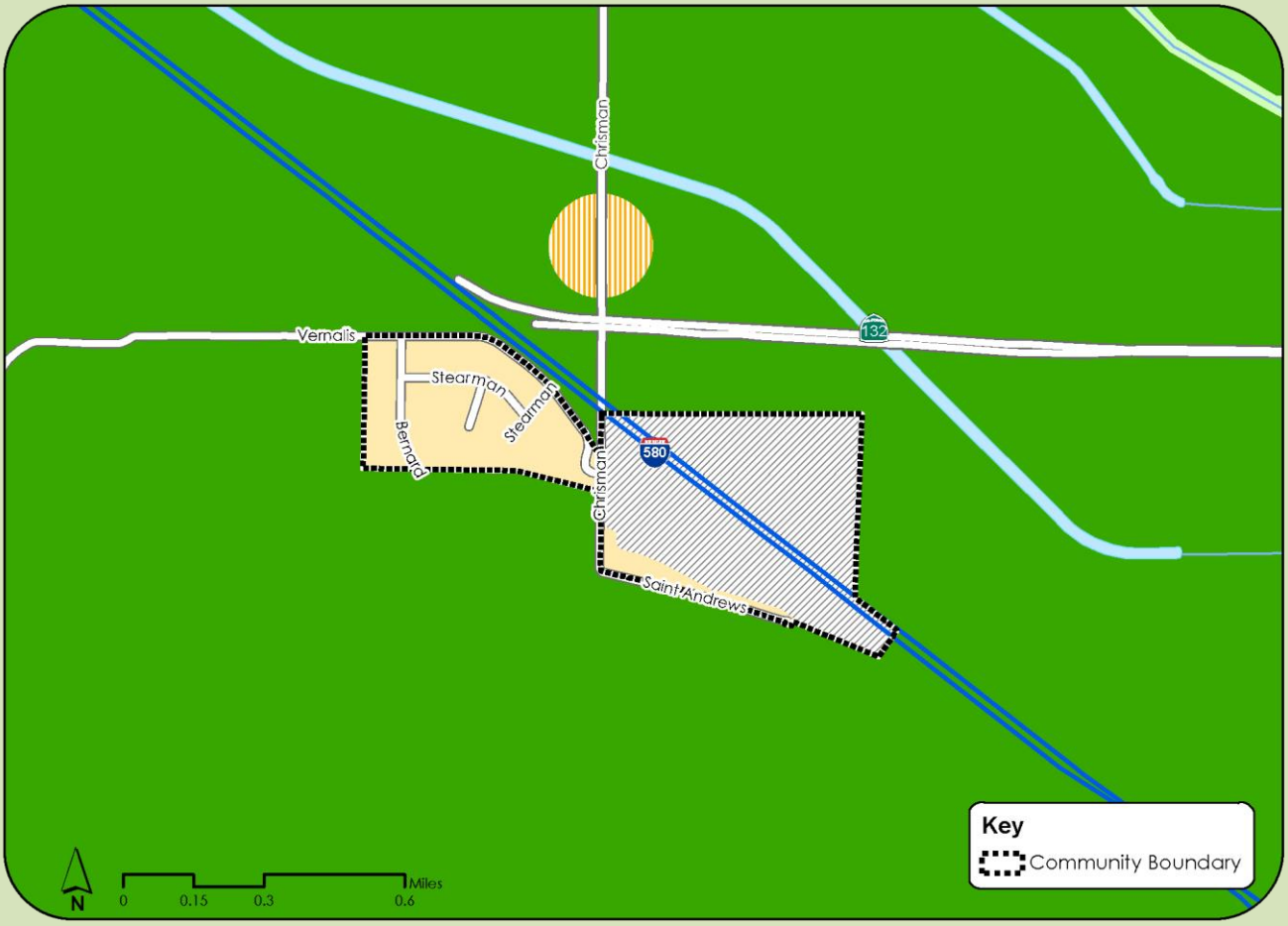
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>✓ Highway access | ☐ Sidewalks common<br>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<br>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.

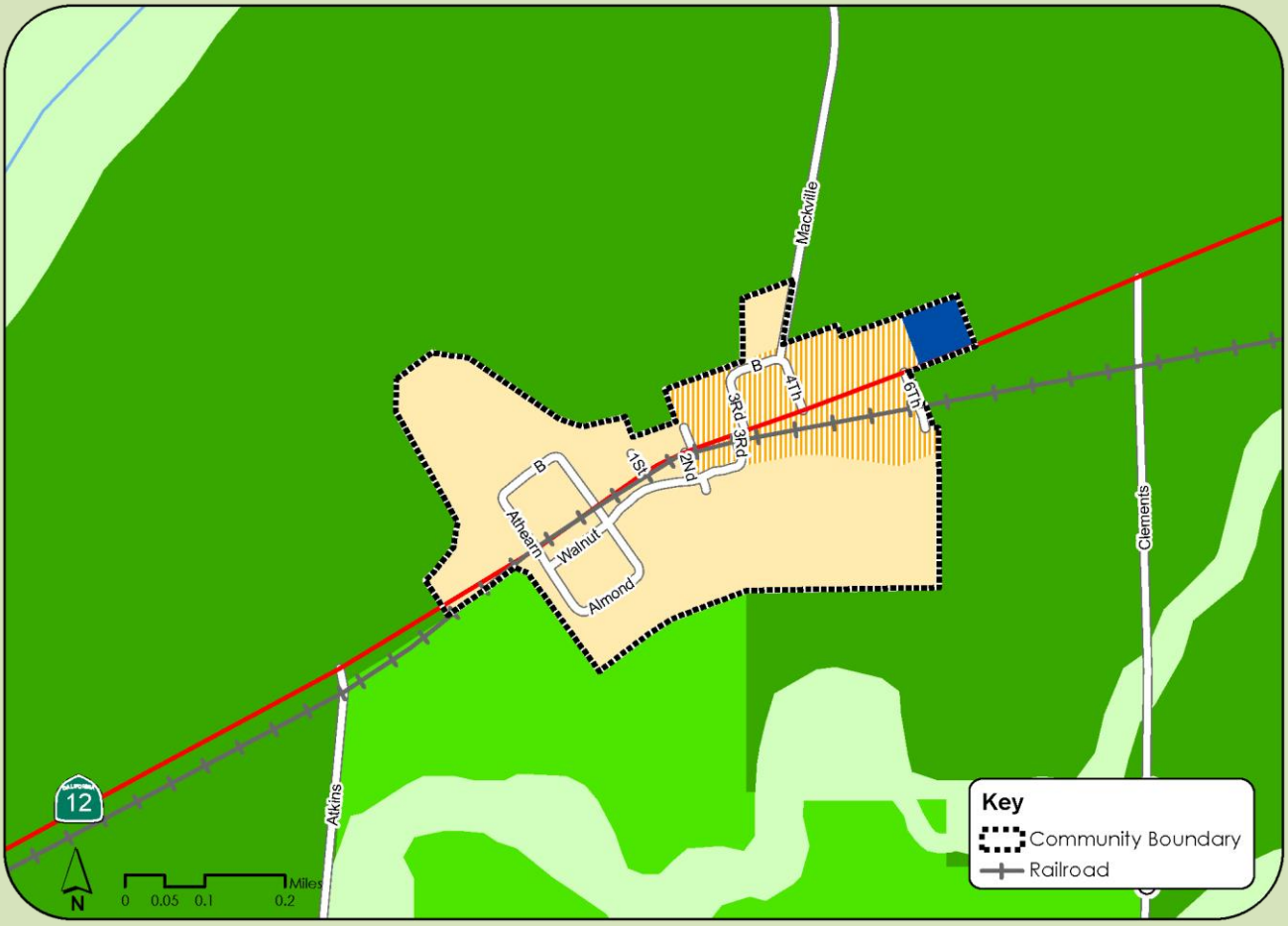
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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.

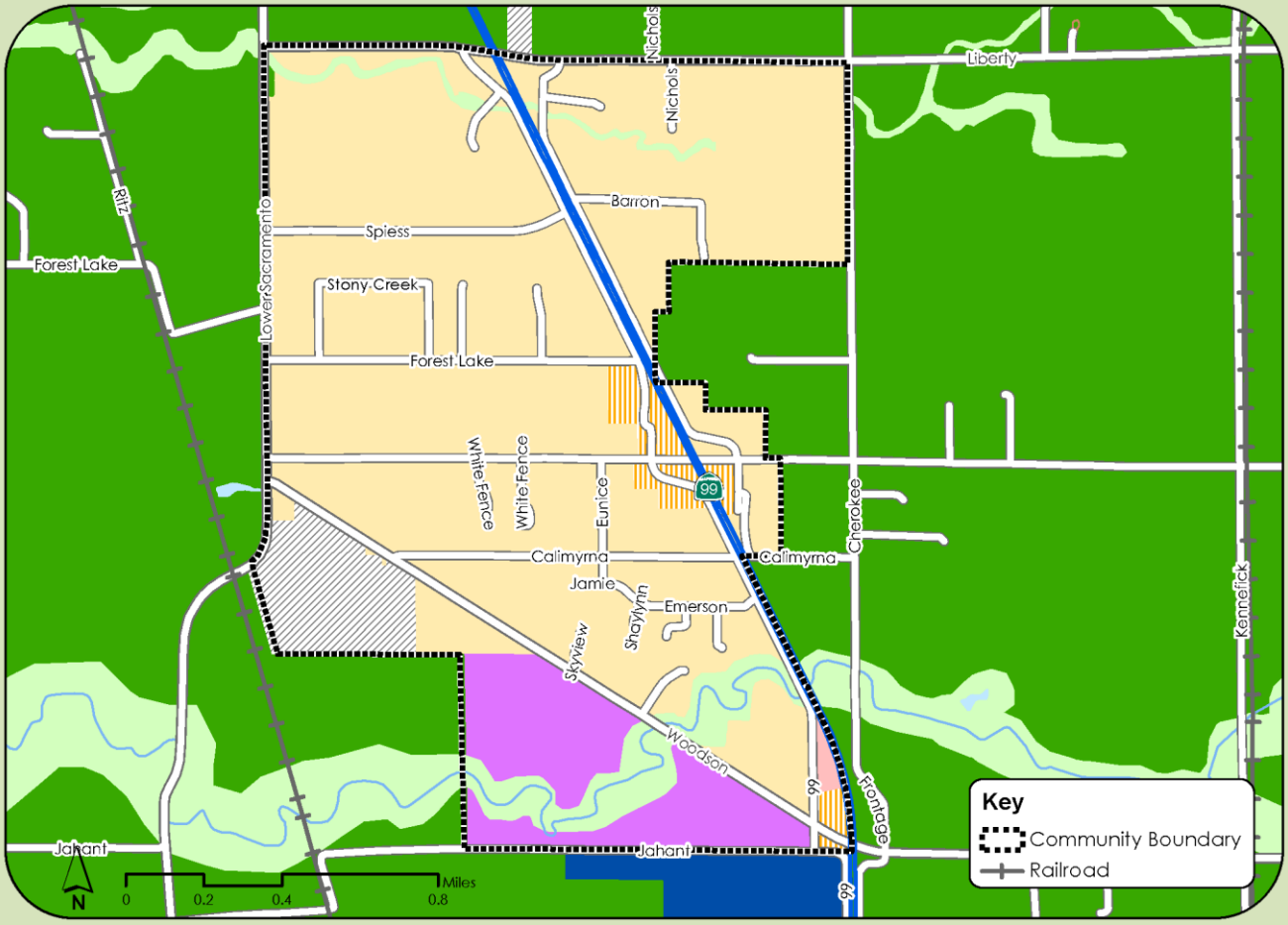
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>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

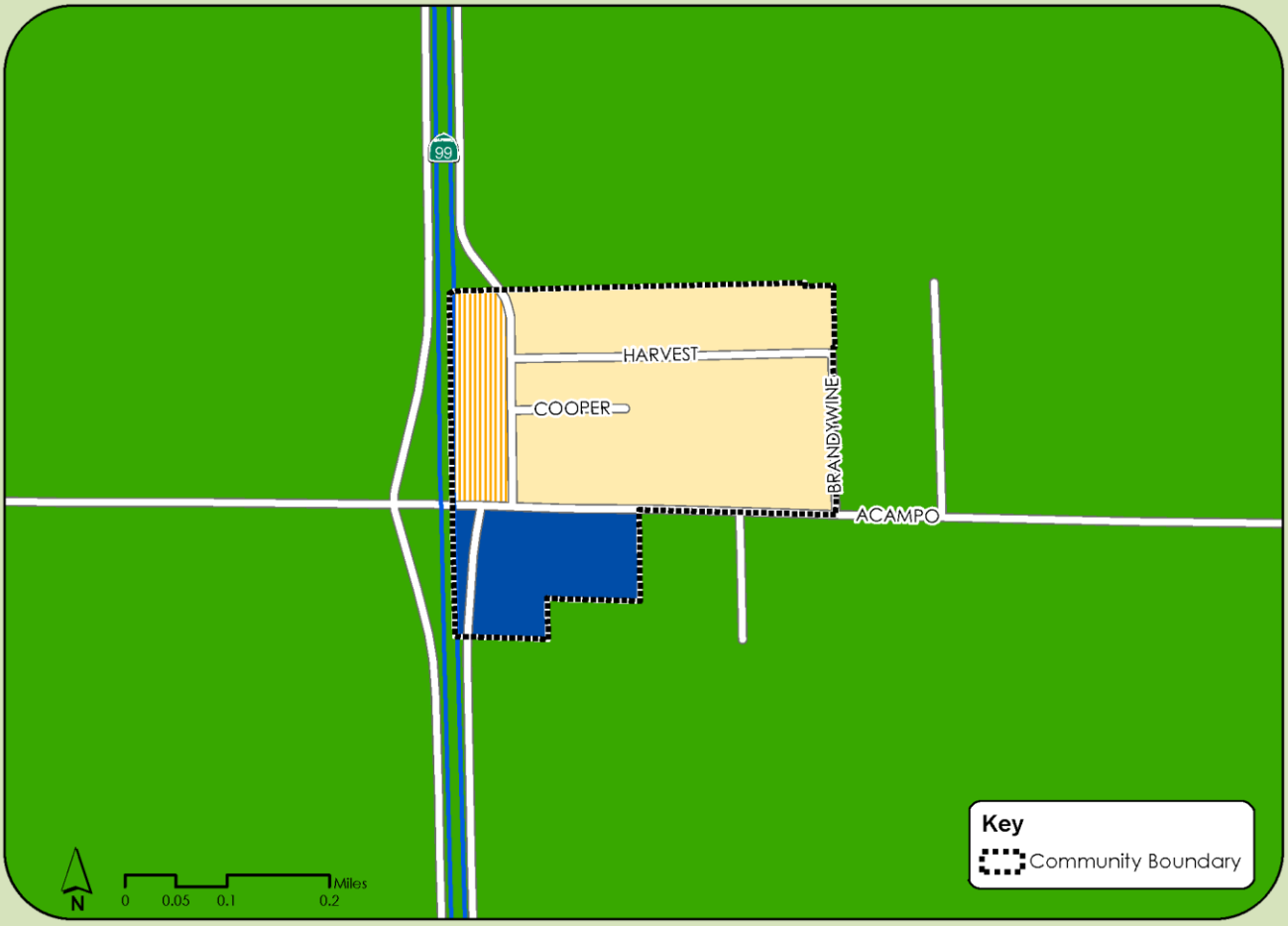
None.

## 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

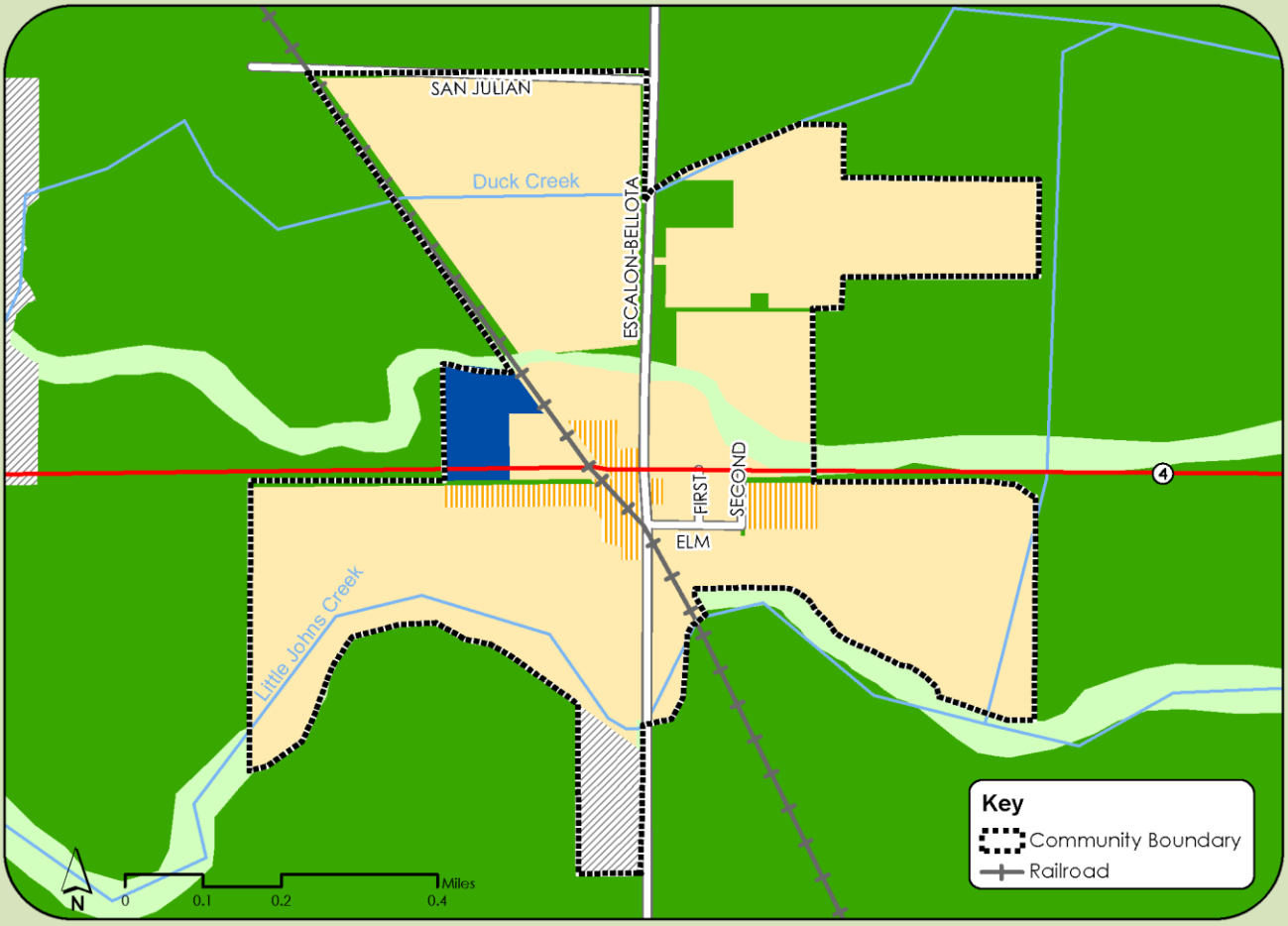
None.

## 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

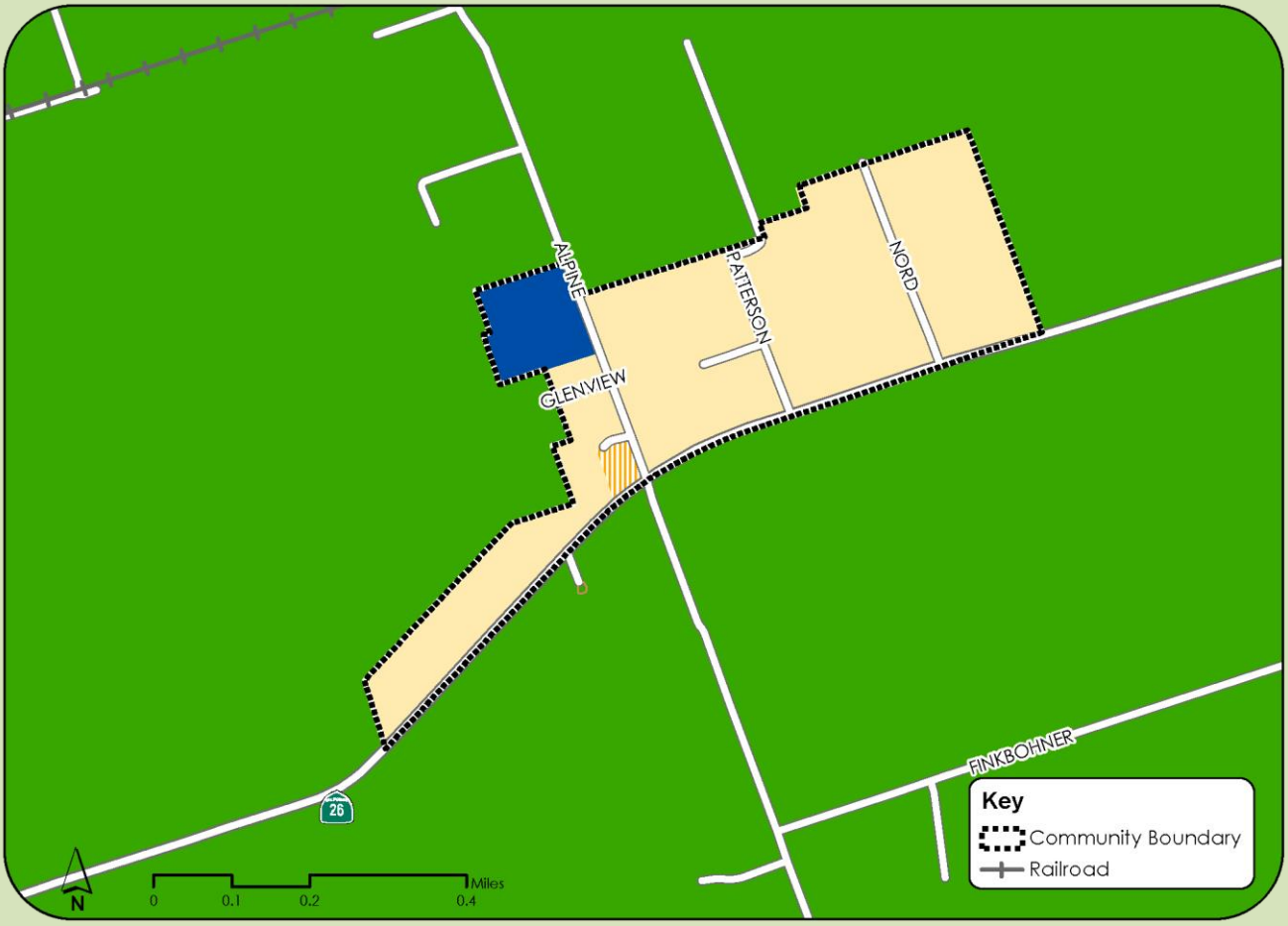
None.

## 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.

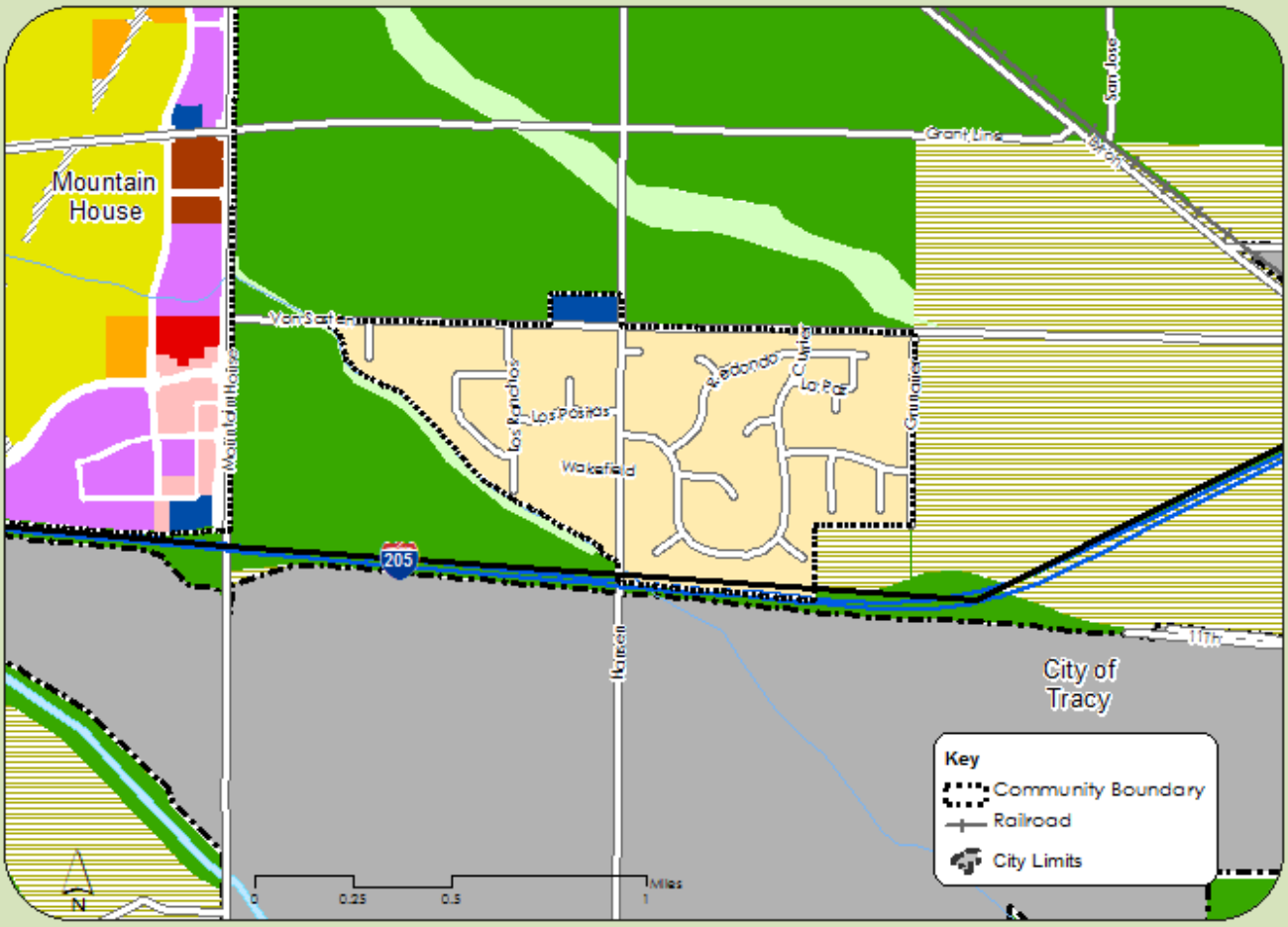
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>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

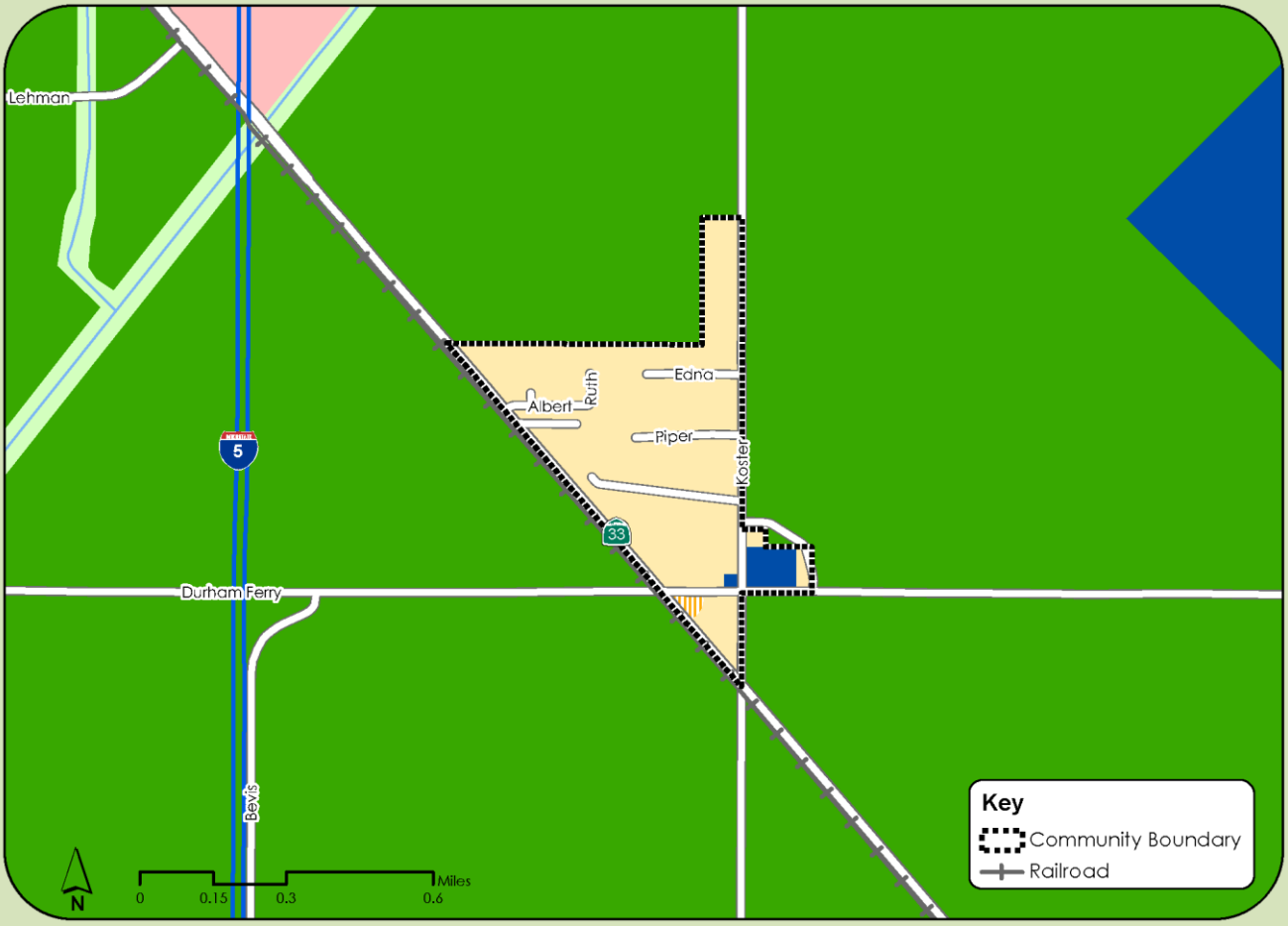
None.

## 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<br>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

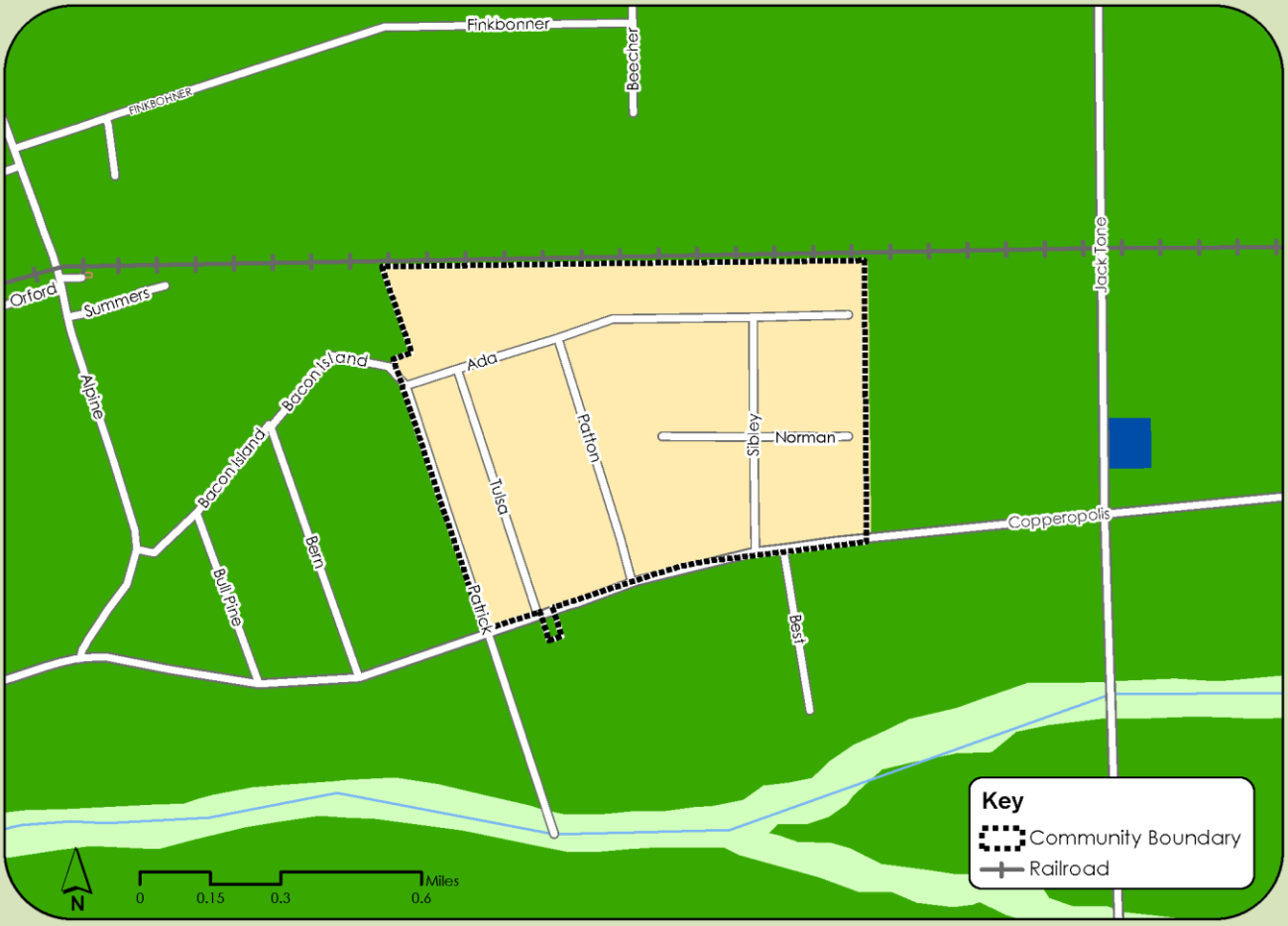
None.

## 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.

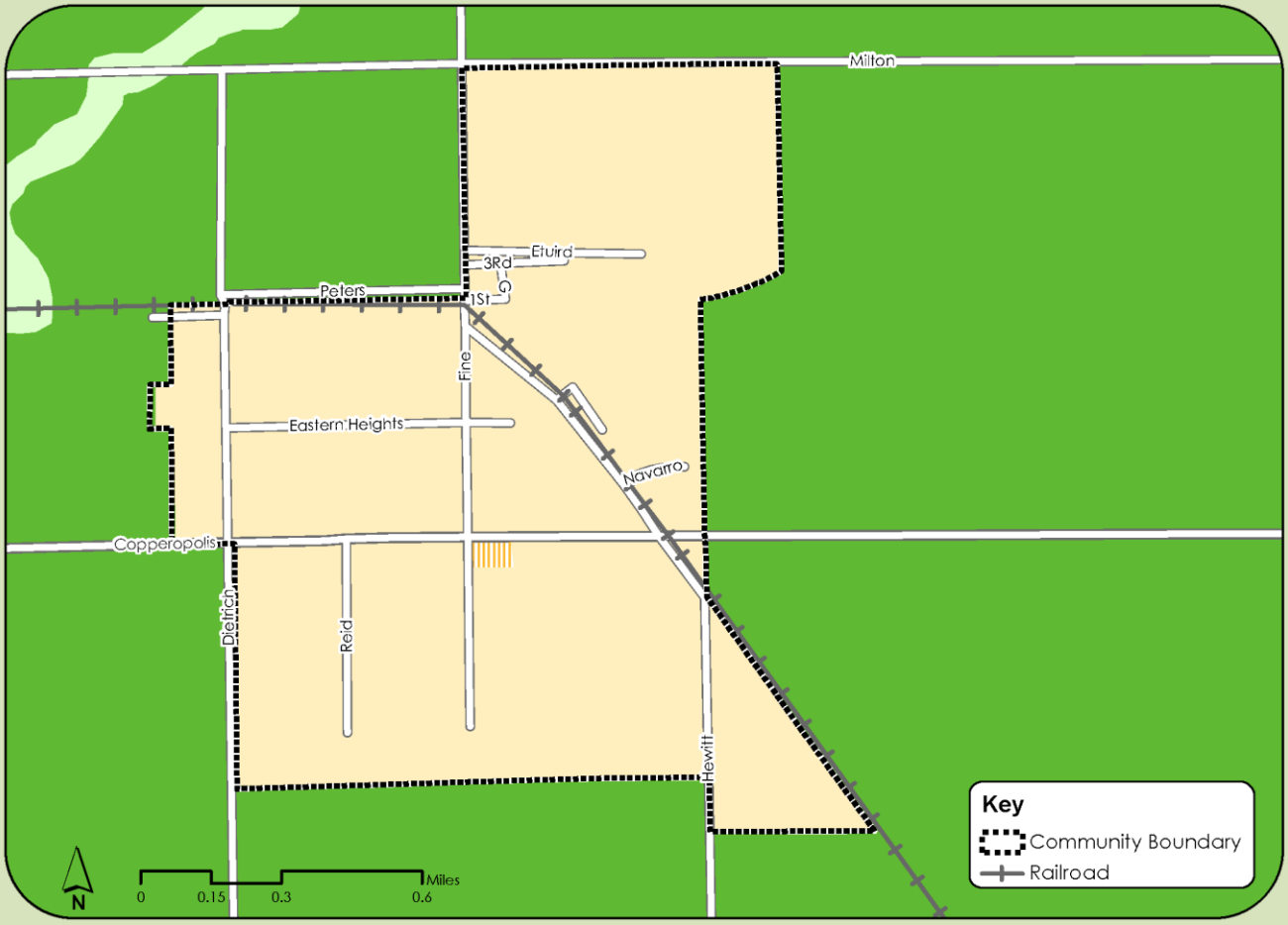
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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<br>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

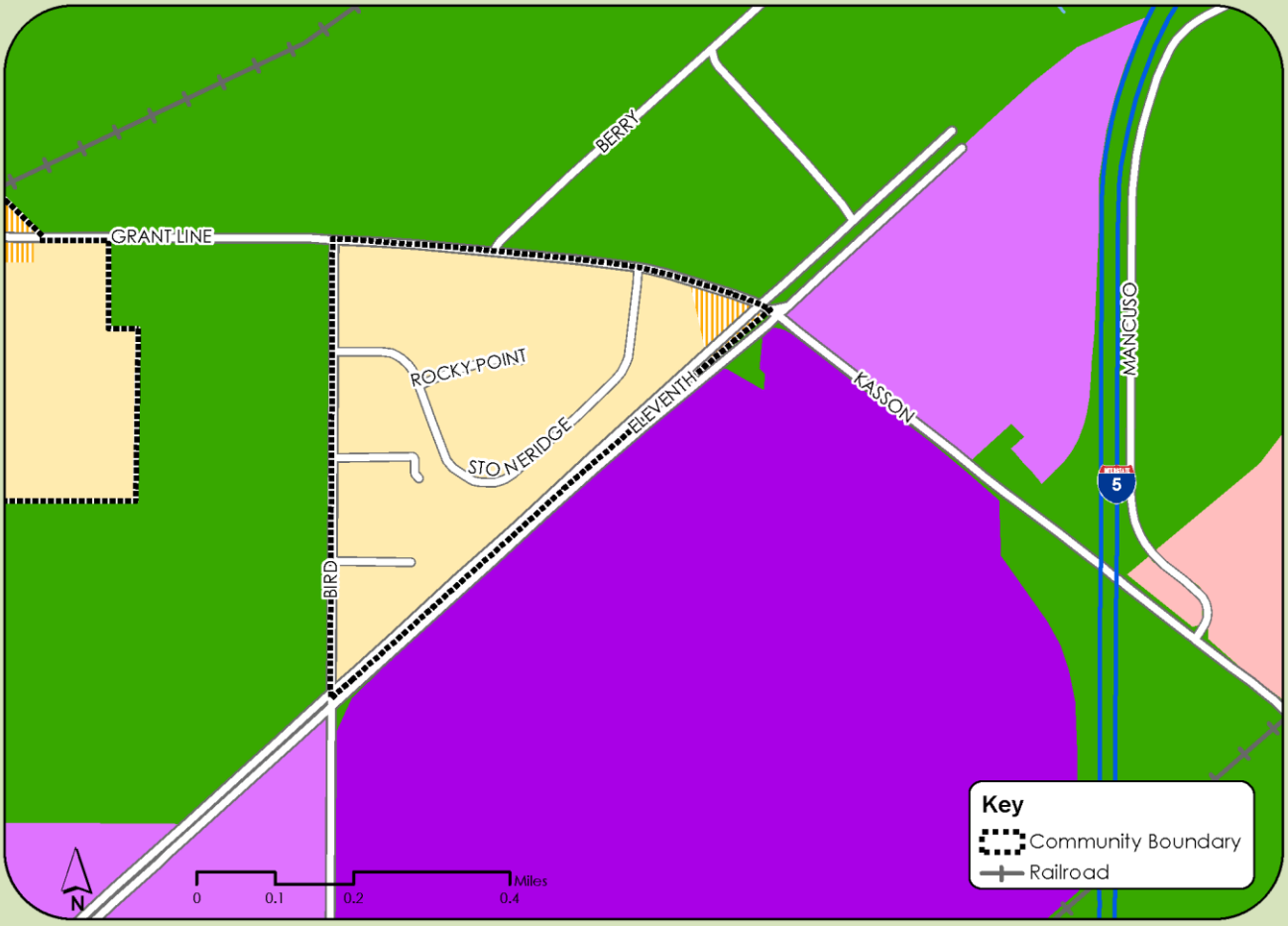
None.

## 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<br>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

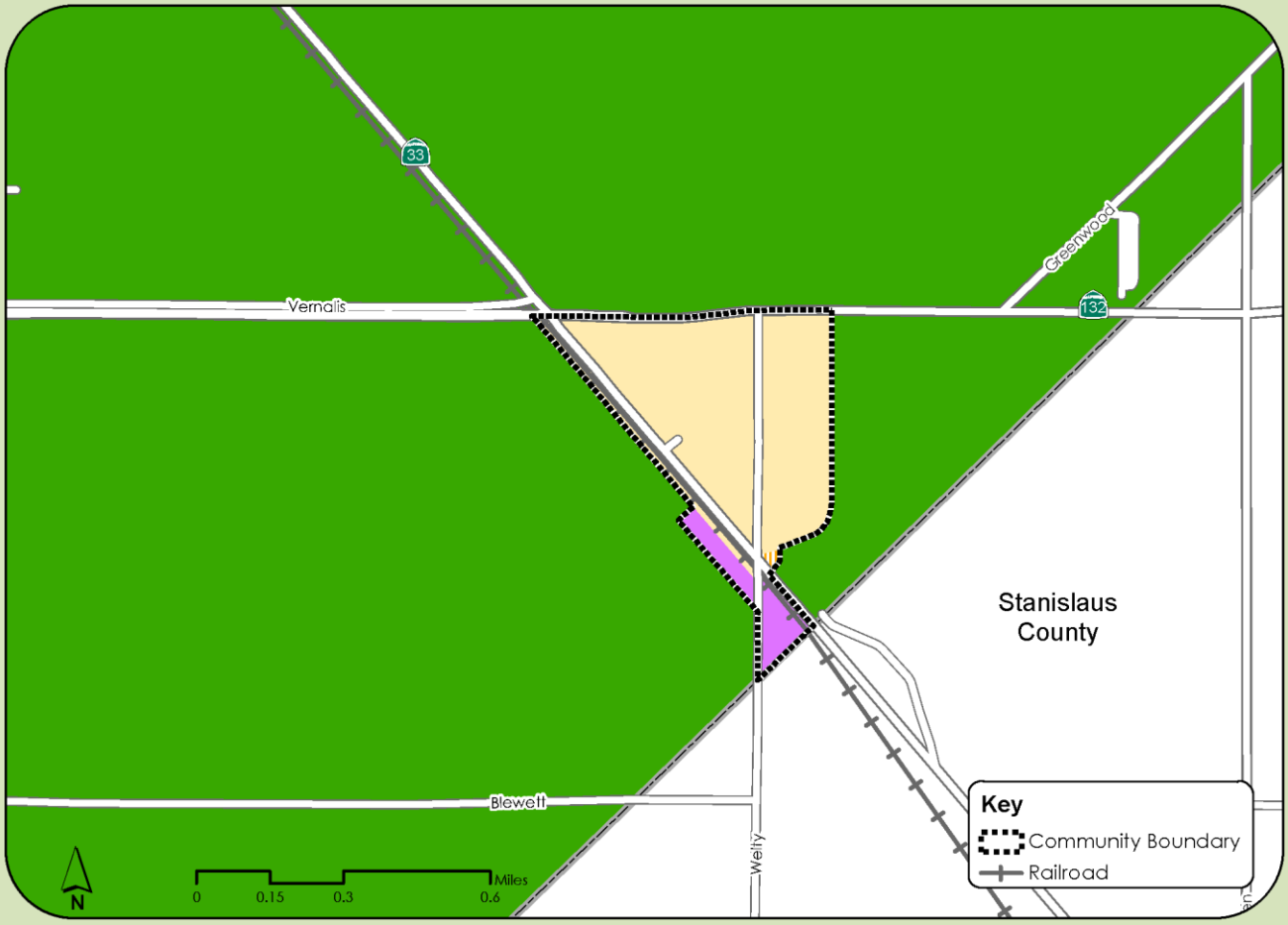
None.

## 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<br>✔ Highway access | ☐ Sidewalks common<br>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<br>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.

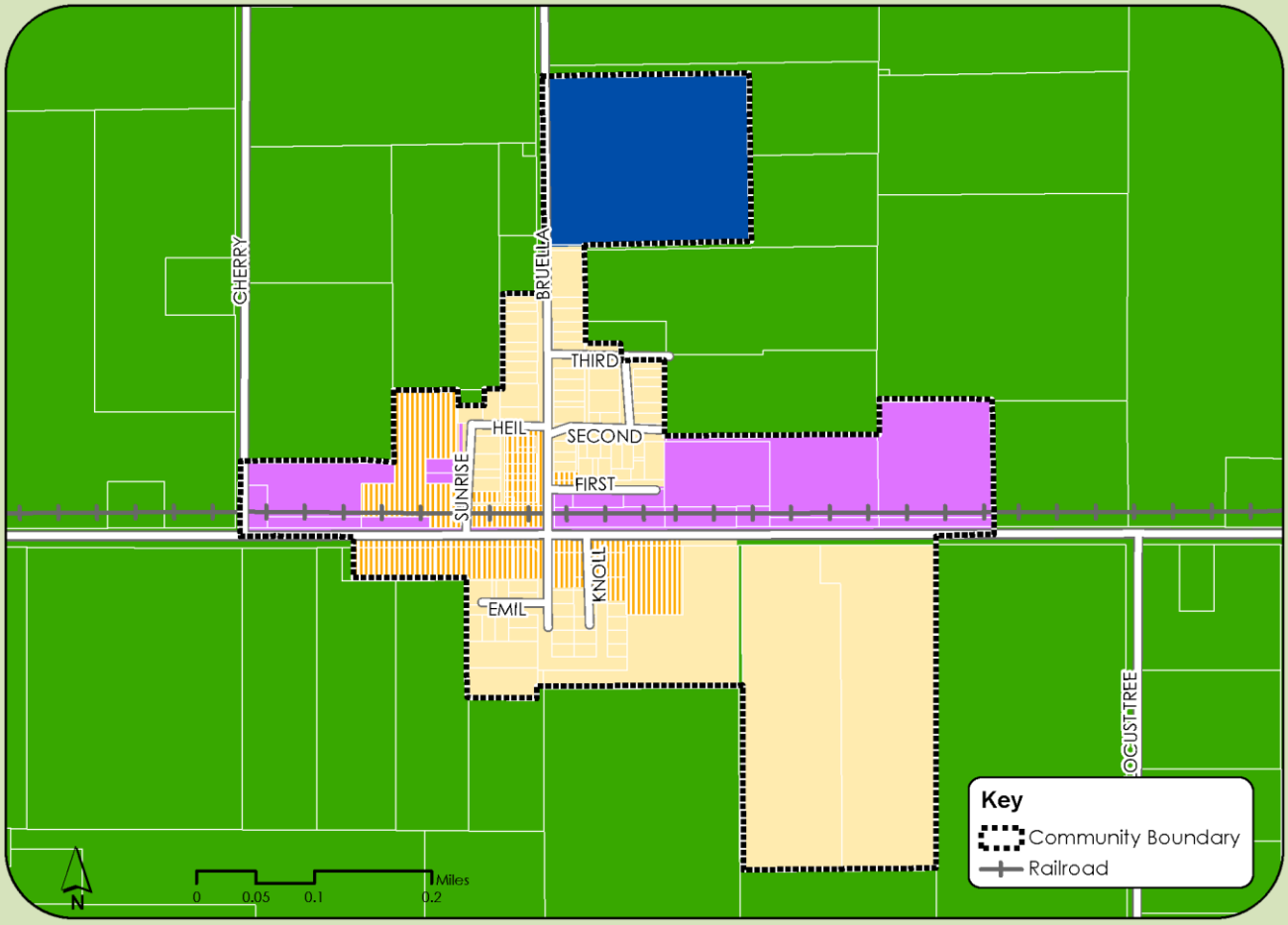
## Summary of Infrastructure and Public Services[1]

| | | | |
|---|---|---|---|
| **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)
- 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 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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