

Stockton Development Code Overhaul and Design Standards

Design Approaches Workshop Summary

On January 7, 2023, the City of Stockton Planning Department hosted a Design Approaches community workshop at the Caesar Chavez Library from 10:00 am to 12:00 pm. The workshop was held as an interactive open house, offering flexibility and enabling community members to participate no matter how much time they have to spare on a Saturday morning—whether that be 15 minutes or the entire two hours.

Community members were greeted as they entered the workshop and given an orientation to the project and workshop boards. A short introductory presentation was also given to participants approximately 15 minutes into the workshop. Participants were invited to visit a series of stations asking about ideas on approaches to addressing design for various building types and a number of focus areas.

Building Types

Residential
Commercial
Employment and Industrial

Focus Areas

Miracle Mile
Downtown
Channel Area
Little Manila/Gleason Park
South Airport Corridor

Participants were asked to provide comments, voice concerns, and ask questions on the material presented.

The workshop was broadly noticed through the following means:

- Social Media advertising through Press Release
- Email contact lists with over 500 email addresses
- Flyers distributed at meetings and to interested members of the public

All notices and flyers were provided in English and Spanish.

Twenty-one people signed in at the event. Participants were asked to provide comments, voice concerns, and ask questions on the material presented. A summary of the comments received is presented below, along with images of the workshop boards and original comments.

Introduction

General comments on the project highlighted the importance of following and staying true to the General Plan. Other general comments included having sidewalks and functional bicycle parking. Comments also identified specific areas for higher residential density near employment areas.

INTRODUCTION

ABOUT THE PROJECT

As part of a comprehensive update to the City's Development Code, the City is updating its development and design standards, applicable to:

Development Types

- Residential
- Commercial
- Industrial

Focus Areas

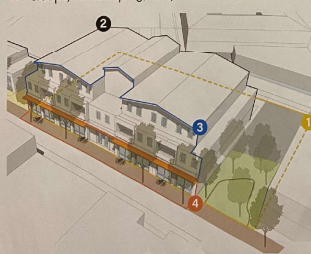
- Downtown
- Little Manila/Gleason Park
- Miracle Mile
- South Airport Corridor
- Channel Area

The intent is to promote quality designed projects and implement the vision in the City's General Plan.

What Are Development and Design Standards?

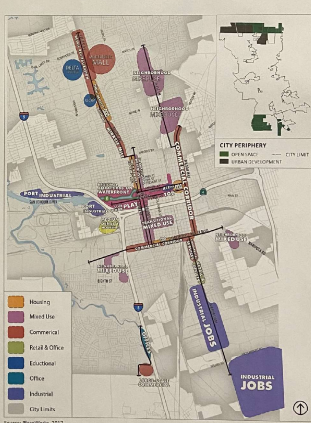
Development and design standards address features such as:

- 1 Site Design (building placement, open space, location of parking and driveways, access, screening, etc.)
- 2 Building Form (height, massing, scale, roof variations, etc.)
- 3 Façade Design and Articulation (vertical and horizontal breaks, windows, balconies, etc.)
- 4 Street Frontage (ground floor treatment, porches, stoops, landscaping, etc.)



General Plan Vision

- Focus new development in existing areas.
- Concentrate higher-intensity mixed uses and high-density residential uses in the Downtown.
- Promote live/work/play environment along the waterfront to further boost downtown's vitality.
- Promote more walkable, bikeable, and connected commercial and mixed uses along major corridors.
- Provide more opportunities for grocery stores, medical clinics, and other needs in underserved areas.



Handwritten notes on sticky notes:

- 1. Sidewalks
- 2. Bike parking
- 3. Grocery stores
- 4. Medical clinics

Comments:

- Always sidewalks
- All bike parking must be functional and under review of a bike rider
- Would prefer higher density residential and commercial zoning are across from the hospital to serve important healthcare professionals and residents (+2)
- Should allow more multifamily residential density north of Haring along the California Street corridor (given proximity to major employer). Reflect downtown permitted density (+1)
- Support for: General Plan Vision
 - Focus new development Greater Downtown Core
 - Promote live/work/play environment along the waterfront to further boost downtown's vitality
 - Promote more walkable, bikeable, and connected commercial and mixed uses along major corridors
 - Provide more opportunities for grocery stores, medical clinics, and other needs in underserved areas

Building Type: Residential

Participants did not express disagreement with the key elements to be addressed by design standards. Comments included support for open space and a variety of housing types such as accessory dwelling units (ADUs), low-income housing, supportive and transitional housing, housing for employees, and adaptive reuse of historic structures; as well as having more flexibility, particularly for density and required setbacks near commercial areas.

BUILDING TYPE: RESIDENTIAL

DESIGN PREFERENCES

WHAT WE HEARD:

LOW DENSITY

- Small scale and unique character
- Generous open space and separation
- Housing for various income levels
- Multiple units that fit in older residential areas
- Garages should not dominate

MEDIUM DENSITY

- Articulation
- Balconies
- Secure parking
- Reflect residential character


HIGH DENSITY

- Mixed use features
- Balconies
- Family-friendly
- Colorful


OPTION TO CONSIDER

Establish standards to address key elements of design:

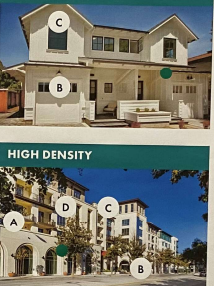
LOW DENSITY



MEDIUM DENSITY



HIGH DENSITY



A OPEN SPACE

- Setbacks
- Balconies

B ENGAGING GROUND LEVEL

- Prominent entrances
- Building orientation
- Garage location and design
- Ground floor mixed-use

C BUILDING DESIGN

- Building offsets and details
- Window trim
- Varied roof line

D LANDSCAPING

- On-site
- Street frontage

WHAT DO YOU THINK?

Are there other elements of design that the standards should address?

ADUs

Basic density required to offset the loss of historic and historic resources

Promote development of ADUs

Reserving the historical aspect of the City, repurposing them into newer housing

Promote development of ADUs

Street frontage vegetation to provide shade and food

Reduce/eliminate residential yard setbacks in more areas adjacent to commercial (+1)

Don't put straightjacket on – allow the Planning Commission to have some discretion.

Give the Planning Commission the ability to increase density

Do the standards enable achievement of [the] vision?

Can micro-units be considered a half unit[?]

Hospitals need to accommodate staffing [such as] travelling nurses and doctors.

Units/acre doesn't make sense. [The City should use an] FAR based code.

Homeless people have different needs. [A] variety of housing services [are needed, including] supportive and transitional housing types.

Comments:

- High density [development] must have some open spaces for gardens
- ADUs
- On-site drainage rerouted to attenuate flood flows and increase recharge
- Promote development of ADUs (+1)
- Promote development of low income housing (+1)
- Street frontage vegetation to provide shade and food
- Reserving the historical aspect of the City, repurposing them into newer housing
- Reduce/eliminate residential yard setbacks in more areas adjacent to commercial (+1)
- Don't put straightjacket on – allow the Planning Commission to have some discretion.
- Give the Planning Commission the ability to increase density
- Do the standards enable achievement of [the] vision?
- Can micro-units be considered a half unit[?]
- Hospitals need to accommodate staffing [such as] travelling nurses and doctors.
- Units/acre doesn't make sense. [The City should use an] FAR based code.
- Homeless people have different needs. [A] variety of housing services [are needed, including] supportive and transitional housing types.

Building Type: Commercial

Participants expressed support for walkable environments and moving parking to the rear and pointed out that good design is subjective. Comments included support for reducing parking minimums, improving parking areas and incorporating motorcycle parking, requiring transparency (i.e. clear windows) in new development, City-funded and promoted street art and murals, visible shipping containers, and reduced setbacks.

BUILDING TYPE: COMMERCIAL

DESIGN PREFERENCES

WHAT WE HEARD:

NEIGHBORHOOD COMMERCIAL

- Walkable environment ●
- Colorful facades
- Opportunities to enjoy the outside
- Active transportation features

COMMERCIAL CORRIDORS

- Move parking to the rear ●
- Landscaping
- Good design


COMMERCIAL CENTERS

- Central corridor to access multiple stores
- Walkable style
- Areas to enjoy the outdoors

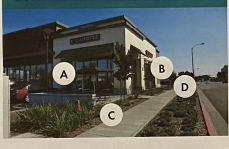
OPTION TO CONSIDER

Establish standards to address key elements of design:


NEIGHBORHOOD COMMERCIAL



COMMERCIAL CORRIDORS



COMMERCIAL CENTERS



A ENGAGING GROUND LEVEL

- Prominent entrances
- Building orientation
- Ground floor transparency
- Outdoor seating areas
- Common plazas

B BUILDING DESIGN

- Building location near street or walkways
- Building offsets and detailing
- Varied roof line

C LANDSCAPING


- On-site
- Street frontage

D COMPLETE STREETS

- Ample sidewalks and walkways
- Bike facilities
- Transit

WHAT DO YOU THINK?

Are there other elements of design that the standards should address?



- Street closures
- Reduce parking
- Include bike parking
- Allow visible shipping containers
- Reduce setbacks
- Transit
- Landscaping
- Street art
- Murals
- Shipping containers
- Transparency
- Walkable style
- Active transportation
- Colorful facades
- Outdoor seating
- Common plazas
- Ample sidewalks
- Bike facilities
- Transit

Comments

- Reduce parking minimums
- Parking should include bike parking like motorcycle parking not hidden from entrances
- Street closure, parking zones, off sites, centralized, tree shading
- The restaurant in Hotel Stockton doesn't look open because of the dark glass
- All new development and new business should be required to have transparency
- Alcohol [ordinance] transparency rules apply to new development [but with the] smoking/tobacco retail ordinance [there was] confusion
- Promote and finance street art and murals
- Allow visible shipping containers
- Reduce or eliminate setbacks
- Good design [is] too subjective (+1)
- Support for 'Walkable environment' and 'Moving parking to the rear'

Building Type: Employment Areas and Industrial Design

Participants did not express disagreement with the key elements to be addressed by design standards. Comments included limiting warehouse development and providing sidewalks, employee eating areas, and on-site drainage.

BUILDING TYPE: EMPLOYMENT AREAS AND INDUSTRIAL DESIGN

DESIGN PREFERENCES

WHAT WE HEARD:

SERVICE AND LIGHT INDUSTRIAL

- Flexible, multipurpose space
- Clean design

OFFICE

- Clean and modern design
- Collaborative and welcoming feeling
- Parking in rear

LOGISTICS AND HEAVY INDUSTRIAL

- Welcoming feeling, discernable entrance
- Landscaping
- Articulation

OPTION TO CONSIDER

Establish standards to address key elements of design:

SERVICE AND LIGHT INDUSTRIAL



OFFICE



LOGISTICS AND HEAVY INDUSTRIAL



WHAT DO YOU THINK?

Are there other elements of design that the standards should address?



Sidewalks
Employee eating areas
Space for
on-site drainage
to reduce flood flow

Limit new
warehouse
development

(A) ENGAGING ENTRANCE

- Prominent entrances
- Building orientation
- Transparency at entrances

(B) BUILDING DESIGN

- Limit blank walls
- Allow simple, flexible forms

(C) LANDSCAPING

- Entry accent
- Street frontage

Comments

- Sidewalks, employee eating areas smoke free
- Onsite drainage to reduce attenuate flood flow
- Limit new warehouse development

Focus Area: Downtown

Participants were asked to comment on the vision for the area, as well as existing key conditions. Participants highlighted the need for art, flood control, and district divisions. One comment pointed out that street bulb-outs are hazardous for bicycle riders.

Four design ideas for the area were presented. The ideas and comments, if any, are listed below.

1. Craft development standards to enhance the desired character of different areas within the Downtown.

- *Remove language about celebrating the corner downtown or provide more clarity on alternatives for projects that aren't corner facing*
- *De-channelize Center and El Dorado to reduce speed and prioritize commercial activity in Midtown*

2. Concentrate retail for maximum success. Require active groundfloor use along specific streets to ensure a critical mass of activity.

3. Tailor building standards to street width, ensuring a human scale at street level and helping to create a strong urban form and skyline.

4. Improve connections between Downtown and the Channel by creating safe pedestrian crossings.

- *Make Civic/City Hall into museums*

FOCUS AREA: DOWNTOWN

COMMUNITY VISION

Downtown Stockton is the vibrant heart of the city, with a core of historic and character-filled buildings, walkable streets, and new high-density development including housing and retail in both new and old buildings. There is reinvestment in older buildings and new pedestrian-oriented street enhancements. Downtown is a complete, walkable district extending from the Channel waterfront to Cabral Station.

Does this capture your vision? Please place a dot on the line below.
 Still think my vision: _____
 NOT! See it differently: _____

What words are missing?
 ART
 FLOOD CONTROL

ISSUES & OPPORTUNITIES

Walkable urban fabric with connective street grid
 Active, sidewalk-friendly pedestrian experiences
 Enhance key urban connections to waterfront
 Walkable urban fabric with connective street grid
 Low-Midrise Historic, retrofitted in 2000, generally covers 4 blocks around Lafayette and El Dorado
 Main Street, historic core of Downtown
 Industrial Lands
 Redevelop an waterfront connector gateway with the waterfront

Existing Zoning

What key conditions are we missing?
 DE-CHANNELIZE DOWNTOWN
 SAFE PEDESTRIAN CROSSINGS

FOCUS AREA: DOWNTOWN

DESIGN CONSIDERATIONS AND APPROACHES

For each of the ideas below, please let us know if you like it (a green dot) or if you don't (a red one). Share your thoughts by writing notes on the board.

1. Craft development standards to enhance the desired character of different areas within the Downtown.

2. Concentrate retail for maximum success. Require active ground-floor use along specific streets to ensure a critical mass of activity.

3. Tailor building standards to street width, ensuring a human scale at street level and helping to create a strong urban form and skyline.

4. Improve connections between Downtown and the Channel by creating safe pedestrian crossings.

MAKE CIVIC/CITY HALL INTO MUSEUMS

Focus Area: Little Manila/Gleason Park

Participants were asked to comment on the vision for the area, as well as existing key conditions. Participants highlighted the need to bury Highway 4, for cultural historic spaces, connectivity for multimodal access, setback Mormon slough for flood control, and keep out homeless. One commentor stated recent improvements have helped the area but that the cost of housing is too high even after existing housing has been improved.

Four design ideas for the area were presented. The ideas and comments, if any, are listed below.

1. Nurture neighborhood commercial district on San Joaquin Street, building on existing commercial buildings & uses, and supporting cultural and historic character.
2. Ensure that infill development complements existing scale and grain. This includes maintaining rhythm, proportion, setbacks, and building orientation to street.
3. Provide transitions, such as landscaped buffer areas, between residential neighborhoods and adjoining industrial.
4. Set development back from Mormon Slough to provide area for potential future enhancements and public access.

- *The tree canopy requires regular maintenance. We need a nonprofit tree panel that the City partners with*

FOCUS AREA: LITTLE MANILA / GLEASON PARK

COMMUNITY VISION

The Little Manila/Gleason Park area is a historic and culturally-rich residential and mixed-use neighborhood where new housing and mixed-use development will enrich the neighborhood fabric.

Does this capture your vision? Please place a dot on the line below.
 Tell this in my vision
 NO I see it differently

What words are missing?
 Buy houses

ISSUES & OPPORTUNITIES

Existing Zoning

What key conditions are we missing?
 Cultural Historic Spaces
 More support for community-based organizations
 Buy houses
 Street canopy requires regular maintenance
 We need a nonprofit tree panel that the City partners with

FOCUS AREA: LITTLE MANILA / GLEASON PARK

DESIGN CONSIDERATIONS AND APPROACHES

For each of the ideas below, please let us know if you like it (a green dot) or if you don't (a red one). Share your thoughts by writing notes on the board.

1. Nurture neighborhood commercial district on San Joaquin Street, building on existing commercial buildings & uses, and supporting cultural and historic character.
2. Ensure that infill development complements existing scale and grain. This includes maintaining rhythm, proportion, setbacks, and building orientation to street.
3. Provide transitions, such as landscaped buffer areas, between residential neighborhoods and adjoining industrial.
4. Set development back from Mormon Slough to provide area for potential future enhancements and public access.

Buy houses
 Street canopy requires regular maintenance
 We need a nonprofit tree panel that the City partners with

Focus Area: Channel Area

Participants were asked to comment on the vision for the area, as well as existing key conditions. Participants highlighted the need for maintaining the maritime design element, flood control, development on both sides of the Channel, commercial retail destinations, bike and e bike requirements, public walkway/access to channel, and enforcement of vehicle idling limitations.

Five design ideas for the area were presented. The ideas and comments, if any, are listed below.

1. Enable mixed-use development in the Inner Channel Area including residential with ground floor commercial, light industrial uses, and adaptive reuse of existing buildings.

- *Maybe instead of Fremont CD, how about RH such as Napa? Along the River Downtown Napa*

2. Ensure that new buildings are oriented to the waterfront and to waterfront public space, with entrances, landscape elements, and active uses.

- *CPTED (Crime Prevention Through Environmental Design)*

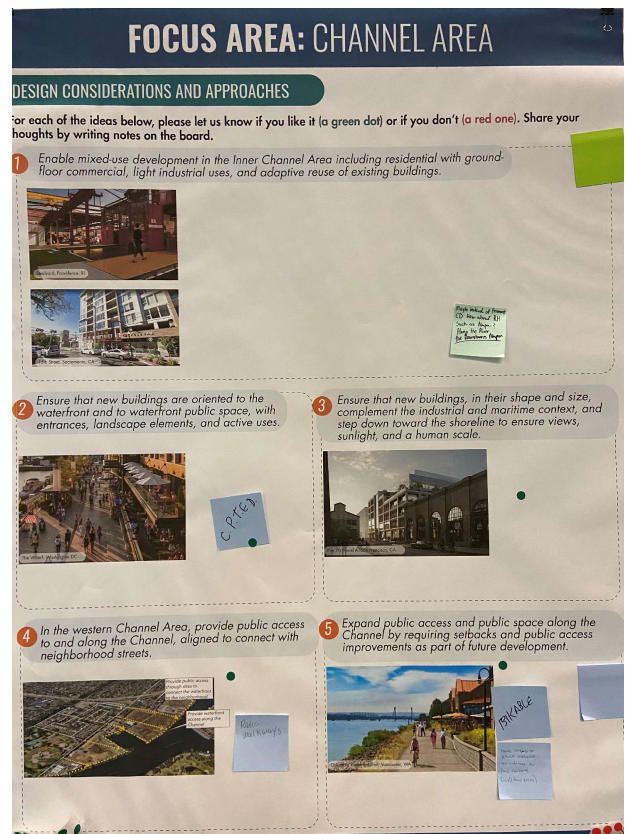
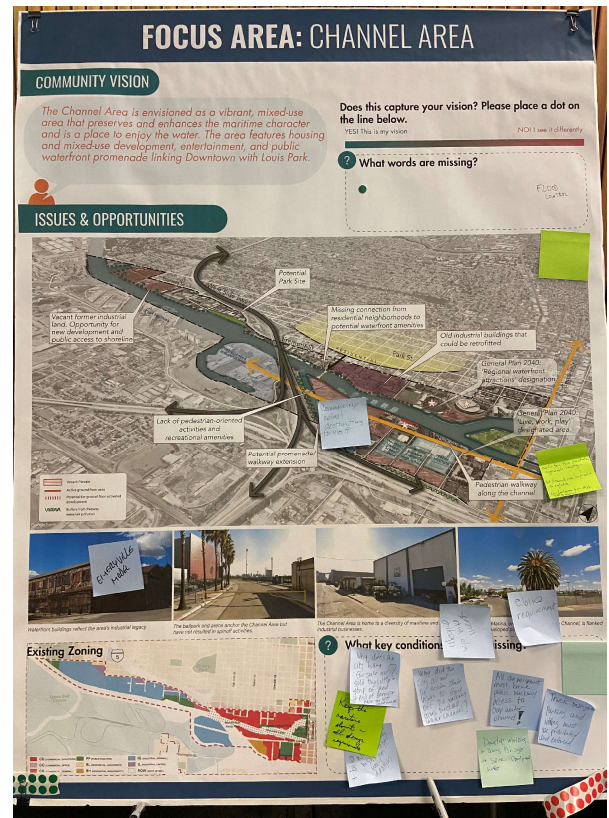
3. Ensure that new buildings, in their shape and size, complement the industrial and maritime context, and step down toward the shoreline to ensure views, sunlight, and a human scale.

4. In the western Channel Area, provide public access to and along the Channel, aligned to connect with neighborhood streets.

- *Public Walkways*

5. Expand public access and public space along the Channel by requiring setbacks and public access improvements as part of future development.

- *Bikeable*
- *Provide standards for setback development near walkways for flood resilience (in all focus areas)*



Focus Area: South Airport Corridor

Participants were asked to comment on the vision for the area, as well as existing key conditions. Participants highlighted the need for green innovation, road improvement completion, residential development retail, grocery stores, and regulation/enforcement of pollutants and other nuisances from industrial uses.

Three design ideas for the area were presented. The ideas and comments, if any, are listed below.

1. Ensure that new development along the central segment of Airport Way is sidewalk-facing, with a comfortable setback from the street, ground-floor height that suits successful retail, and ground-floor transparency.
2. Enable mixed-use development on large sites at the north end of the district, creating new residential opportunities.
3. Create a safe, attractive multimodal corridor. This should include setbacks and landscape along the northern and southern segments, and enriched pedestrian environment in the central segment.

- *Transportation hub*
- *Mixed use should have some required open space at intervals that connect integrated paths*
- *Looks great to have separated bikeway but the pedestrian bulbouts are hazardous*

COMMUNITY VISION

The South Airport Corridor connects Downtown with the Airport and is home to a concentration of businesses and jobs. At the same time, South Airport is an attractive, pedestrian-friendly commercial spine for strong residential neighborhoods on both sides.

Does this capture your vision? Please place a dot on the line below.
 YES! This is my vision _____ NO! I see it differently _____

What words are missing?

ISSUES & OPPORTUNITIES

Mostly single family residences
 Potential for strategic development that could include grocery or retail anchor as well as housing
 Potential for strategic development that could include grocery or retail anchor as well as housing
 General Plan 2040 Industrial Jobs
 General Plan 2040 Retail & office
 General Plan 2040 Commercial Services
 South Airport Way acts as a divider between existing residential neighborhood and industrial uses
 South Airport Way acts as a barrier between residential neighborhoods
 Large blocks with deep setback buildings. Opportunity for interstitial and new commercial anchors
 Transit & multi-use parks with active-oriented uses
 Opportunity for activation of new development
 General Plan 2040 Commercial Services

Existing Zoning

What conditions are we missing?

DESIGN CONSIDERATIONS AND APPROACHES

For each of the ideas below, please let us know if you like it (a green dot) or if you don't (a red one). Share your thoughts by writing notes on the board.

1. Ensure that new development along the central segment of Airport Way is sidewalk-facing, with a comfortable setback from the street, ground-floor height that suits successful retail, and ground-floor transparency.
2. Enable mixed-use development on large sites at the north end of the district, creating new residential opportunities.
3. Create a safe, attractive multimodal corridor. This should include setbacks and landscape along the northern and southern segments, and enriched pedestrian environment in the central segment.

What conditions are we missing?