

STATION 1: 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

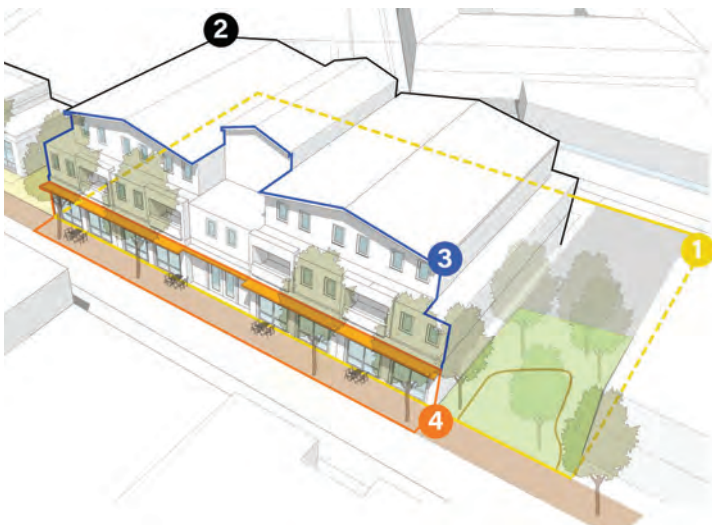
- Downtown
- Little Manila/Gleason Park
- Miracle Mile
- South Airport Corridor
- Channel Area

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

What Are Development and Design Standards?

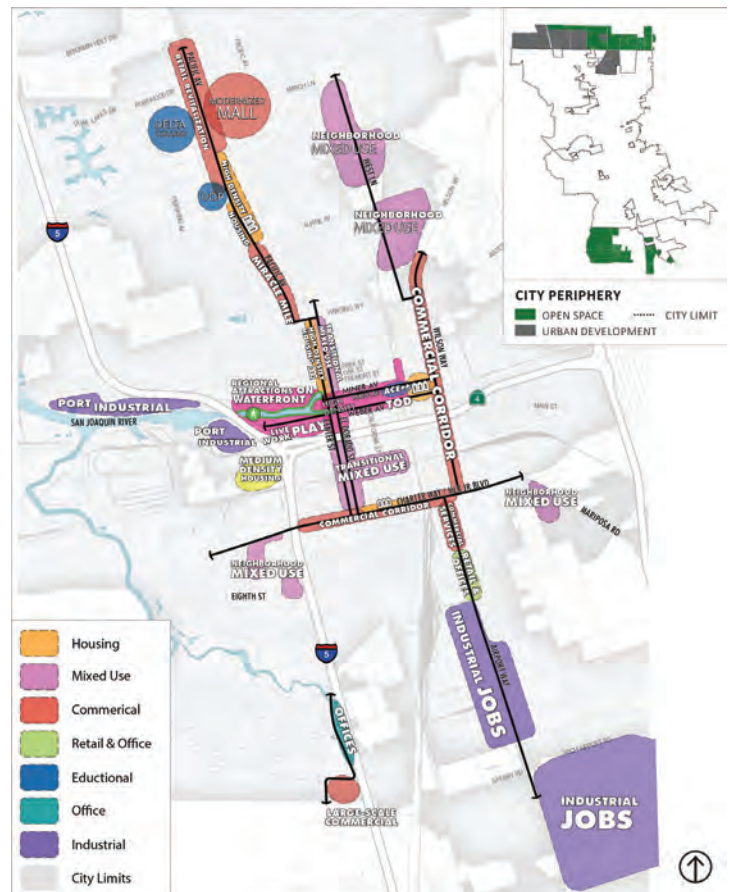
Development and design standards address features such as:

- 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.



Source: PlaceWorks, 2017.

STATION 2: RESIDENTIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF LOW-DENSITY RESIDENTIAL DEVELOPMENT

Which are appropriate in Stockton's low-density residential neighborhoods? Why or why not?

Place notes, or place a **GREEN** sticker below if you like the example, a **RED** sticker if you don't like it.

LOW DENSITY RESIDENTIAL



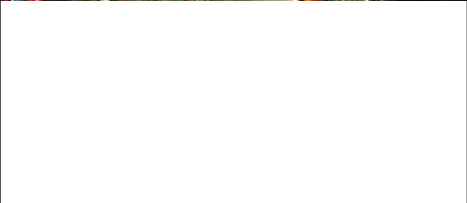
STATION 2: RESIDENTIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF MEDIUM- AND HIGH-DENSITY RESIDENTIAL DEVELOPMENT.

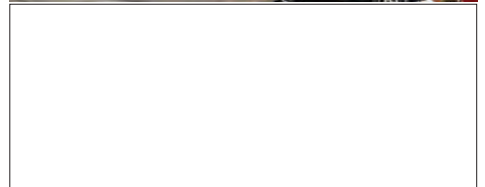
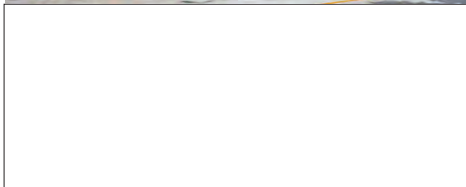
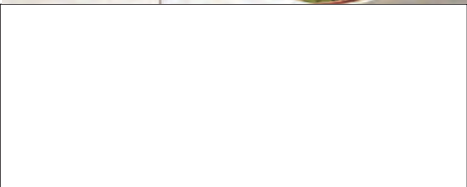
Which are appropriate in Stockton's medium- and high-density residential neighborhoods? Why or why not?

Place notes, or place a **GREEN** sticker below if you like the example, a **RED** sticker if you don't like it.

MEDIUM DENSITY RESIDENTIAL



HIGH DENSITY RESIDENTIAL



STATION 3: COMMERCIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF COMMERCIAL BUILDINGS.

Which of the following are appropriate in Stockton's neighborhood commercial areas? Along commercial corridors? In commercial centers? Why or why not?

Place notes below, or place a **GREEN** sticker if you like the example, a **RED** sticker if you don't like it.

NEIGHBORHOOD COMMERCIAL



COMMERCIAL CORRIDORS



COMMERCIAL CENTERS



STATION 4: EMPLOYMENT AREAS AND INDUSTRIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF SERVICE COMMERCIAL, LIGHT INDUSTRIAL, OFFICE/R&D, AND HEAVY INDUSTRIAL DEVELOPMENT.

Which of the following examples are appropriate in Stockton's light industrial, office, and heavy industrial areas? Why or why not?

Place notes below, or place a **GREEN** sticker if you like the example, a **RED** sticker if you don't like it.

SERVICE AND LIGHT INDUSTRIAL



OFFICE



LOGISTICS AND HEAVY INDUSTRIAL



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	Focus Areas
Residential	Miracle Mile
Commercial	Downtown
Employment and Industrial	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.

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:

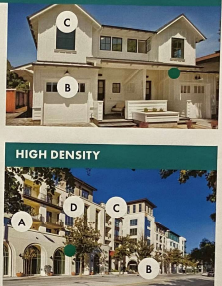
LOW DENSITY



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 proposed to attenuate flood flows and increase recharge

Promote development of ADUs (+1)

Promote development of low income housing (+1)

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.

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

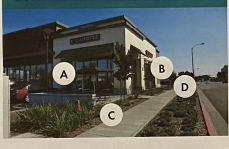
OPTION TO CONSIDER

Establish standards to address key elements of design:


NEIGHBORHOOD COMMERCIAL



COMMERCIAL CORRIDORS



COMMERCIAL CENTERS



WHAT DO YOU THINK?

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

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

Handwritten notes and sticky notes on the right side of the board, including a drawing of a street layout and various suggestions like 'Street closures', 'parking zones', 'off sites', 'centralized', 'tree shading', 'transparency', 'shipping containers', 'murals', 'setbacks', 'walkable environment', and 'moving parking to the rear'.

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