

South Airport Way Neighborhood Action Plan

for the City of Stockton
Public Review Draft, October 2023





Front cover image credit: Union Building.

South Airport Way

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Public Review Draft, October 2023

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Executive Summary

The City of Stockton has adopted a series of plans and strategies to promote new and better housing. In 2021, the State awarded funds to prepare Neighborhood Action Plans focused on furthering housing development in three areas of Stockton, including the South Airport Way (see Page 5), Little Manila/Gleason Park, and Cabral/East Cabral Station Area – areas with elevated needs for quality housing and complementing services and amenities.

The South Airport Way Neighborhood Action Plan will serve as a guide for City staff and decision makers in the effort to improve housing opportunities and access to services and amenities in the South Airport Way Study Area. Users of the Plan also include community members and developers interested in learning about and joining the City's efforts to build housing in the neighborhood.

Priority Actions

The Neighborhood Action Plan identifies several actions to further the development of housing, achieve a variety of housing types, support neighborhood revitalization, and improve access to transit, services, and amenities within the South Airport Way Study Area. The City has identified the following as the priority actions for the Study Area:

[Priority actions for the Study Area will be identified for the final Neighborhood Action Plan after the public review period to account for community feedback.]



View of an affordable housing development near the Study Area.

1. Introduction

As of 2023, the entire state of California, including Stockton, faces a significant housing supply and affordability crisis spurred by high land costs, rising construction costs, and limited financing options. In 2019, the Governor allocated \$250 million to help jurisdictions with planning efforts that accelerate housing production to meet the identified needs of each community. The funds were directly allocated as a one-time award to regional governments. Stockton's regional Council of Governments – the San Joaquin Council of Governments (SJCOG) – was the governing body responsible for distributing the funds to local jurisdictions. In 2021, the City of Stockton applied for and was awarded funds to prepare Neighborhood Action Plans focused on furthering housing development in three areas in Stockton, including the South Airport Way Study Area, which is the focus of this Action Plan. Separate Action Plans were also prepared for two other areas - Little Manila/Gleason Park and Cabral/East Cabral Station Area.

Purpose of This Action Plan

The City is continuously working to address housing supply issues and has adopted a number of plans and strategies that directly or indirectly support housing throughout the city. The South Airport Way Neighborhood Action Plan (Plan) builds on these plans, including the City's Housing Action Plan and Housing Element. The Plan identifies actions to **further the development of housing, achieve a variety of housing types, support neighborhood revitalization,**

and improve access to transit, services, and amenities within the South Airport Way Neighborhood Action Plan Area (Study Area), which is shown and described herein.

The Plan also includes an implementation matrix that will help guide City stakeholders and decision makers toward resources that can be allocated in the Study Area (see Appendix A). Users of the Plan include community members interested in learning about the City's efforts to further housing development in the Study Area, housing developers, City staff, decision-makers, and any other interested party.

Description of the Study Area

The South Airport Way Study Area is in South Stockton, running north to south along the South Airport Way corridor from Dr. Martin Luther King Jr. Boulevard to East 12th Street. This Study Area includes the South Airport Way corridor, which is a heavily traveled arterial in the southern portion of the city. Land use in the area includes various housing types, including single-family homes and apartments; commercial uses such as grocery stores, banks, and strip-mall retail centers; a few auto-oriented businesses; and several vacant lots. The San Joaquin County Fairgrounds is located near the Study Area, but it is not included as part of the Study Area since the Fairgrounds are owned by the State of California. The South Airport Way Study Area does not contain any federal, state, or local historic resources.

Like the Little Manila/Gleason Park and Cabral/East Cabral Station Area Study Areas, the South Airport Way Study Area was selected

for a Neighborhood Action Plan because there is an elevated need for quality housing and complementing services and amenities for the surrounding community. These areas were identified in the 2040 Envision Stockton General Plan as sites in need of investment. All three areas are also located within the South Stockton Promise Zone and are mapped by the State Housing and Community Development Department as low-resource areas, with the need to improve access to adequate infrastructure, employment, and housing.

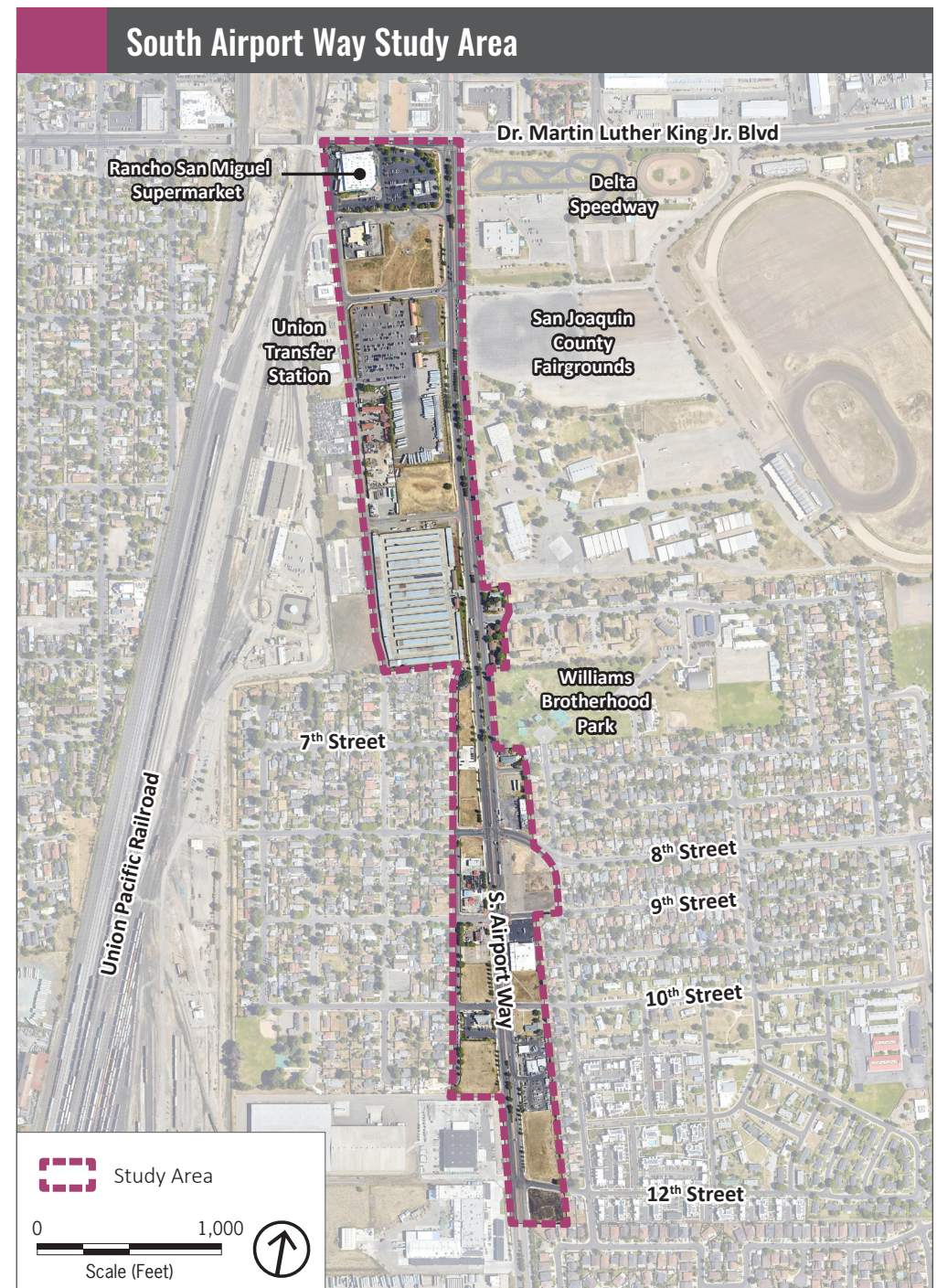
The objectives and actions included in this Neighborhood Action Plan may be applicable to areas outside of the Study Area boundary.

How to Use the Action Plan

The South Airport Way Neighborhood Action Plan is organized into four chapters and three appendices. The contents of each chapter are summarized here.

Chapter 1 – Introduction: This chapter provides a summary of the Plan purpose, describes the Study Area boundary, and explains the contents of the Plan.

Chapter 2 – South Airport Way Study Area: This chapter describes the South Airport Way Study Area, including existing land uses, community character, and demographics, which together provide the baseline conditions the Plan will address through the actions in Chapter 4.



Source: Google Earth Professional, 3/2/2023. PlaceWorks, 2023.

What is an Action Plan?

An Action Plan includes measurable steps that can be taken to achieve a specified objective. Objectives are end-statements; they describe what the community wants to accomplish to resolve a particular issue or problem. Actions help guide day-to-day decision making so that there will be continuing progress toward the attainment of the community's objectives. The actions in the South Airport Way Neighborhood Action Plan will serve as a guide for City staff and decision makers in the effort to improve housing opportunities and access to services and amenities in the South Airport Way Study Area.



South Airport Way.

Chapter 3 – Potential for New Housing: This chapter explores challenges and opportunities for new housing development in the Study Area. It highlights feedback from stakeholders and matches a map of vacant sites with descriptions of the types of new housing that may be well-suited for those sites.

Chapter 4 – Objectives and Actions: This chapter includes the Plan actions, which are divided under four objectives:

1. Further the development of housing
2. Provide more housing choices
3. Improve access to transit, services, and amenities
4. Support neighborhood revitalization

Appendix A – Implementation of Neighborhood Action Plan:

This appendix describes funding sources and includes an implementation matrix that identifies responsible City departments, potential partners, and a target time frame for each action.

[Appendix A will be prepared for the final Neighborhood Action Plan after the public review period to account for community feedback.]

Appendix B – Existing Conditions Report: This appendix contains background information about the Study Area, including community, character demographics, and infrastructure. It also includes an infrastructure readiness analysis that was completed for three vacant infill sites in the Study Area to help inform existing conditions.

Appendix C – Community Engagement Summary: This appendix contains an overview of the outreach conducted during the preparation of the Neighborhood Action Plans, including the other two Study Areas.

2. South Airport Way Study Area

The South Airport Way Study Area is in South Stockton, as shown on the Stockton City Boundary map, and includes the heavily traveled South Airport Way corridor. The Study Area boundary was developed on the basis of stakeholder feedback and identified as an area with elevated need for quality housing and amenities for the community. However, the Study Area boundary is not meant to serve as an official map of the neighborhood. See Appendix B, Existing Conditions Report, for more information about the Study Area.

Existing Land Use

Land uses in the Study Area includes a mix of residential, commercial, industrial, and institutional uses, but vacant land accounts for almost half of the Study Area acreage. Although relatively few homes line South Airport Way corridor, most of the surrounding areas feature single-family homes, and the significant amount of vacant land along South Airport Way presents major opportunities for housing development in multi-family and/or mixed-use formats. Commercial uses in the Study Area include grocery stores, banks, strip retail centers, and a few auto-oriented businesses.

The South Airport Way Study Area contains low-income census tracts where a significant number of residents are more than a



View of an affordable housing development near the Study Area.

half mile from the nearest supermarket, which are tracts the U.S. Department of Agriculture considers as having low food access. However, the Rancho San Miguel supermarket is less than half a mile away for some of the residents near the northern part of the Study Area. There are a few auto-centered and industrial uses along the corridor. The existing land uses and additional background information about the Study Area can be found in Appendix B.



Who Lives in South Airport Way?

Age

62% below the age of 34 in South Airport Way area

VS

53% below the age of 34 in Stockton



Race/Ethnicity

- ▶ 79% Hispanic or Latino (of any race)
- ▶ 15% Black or African American
- ▶ 3% Asian
- ▶ 2% White
- ▶ 1% Two or more races



Housing Tenure

in South Airport Way area

59% Renters

41% Owners

VS

50% Renters

50% Owners

in Stockton



Average Household Size

4 persons per household in South Airport Way area

VS

3.2 persons per household in Stockton



Overcrowded Housing

16% overcrowded housing units in South Airport Way area

VS

9% overcrowded housing units in Stockton



Average Household Income

\$40,379 in South Airport Way area

VS

\$78,712 in Stockton



What We Heard from the Community About the Study Area

The South Airport Way Neighborhood Action Plan was prepared in collaboration with the local community, including those who live in or around the Study Area.

The primary ways community members provided input were through four pop-up events that were located in or near the Study Area, two open house events that were facilitated by the City, a paper survey that was available in five languages, and an online activity. These engagement methods – as well as the feedback received – are further described in Appendix C. Key takeaways from the community feedback received are summarized below. While the survey results received are not considered statistically significant, they help inform existing conditions within and near the Study Area.

Provide More Housing Choices

The first question in the housing paper survey and online activity asked people to identify the type of housing they would like to see built in their neighborhood. A majority of the participants who responded to the survey question said they would like to see apartments, duplexes, triplexes, and fourplexes built in their neighborhood. Other housing needs identified include mixed-use, live-work,

townhomes, supportive and transitional housing, and single-family homes. As noted above, the survey results received for the Study Area are not considered statistically significant; however, they help provide insight on the type of housing that may be needed in the Study Area.

Housing Affordability

Affordable housing was mentioned as the number one type of housing participants would like to see in the Study Area. Housing is classified as “affordable” if households do not pay more than 30 percent of income for payment of rent (including a monthly allowance for water, gas, and electricity) or monthly homeownership costs (including mortgage payments, taxes, and insurance). As stated in Stockton’s 2023-2031 Housing Element, the rate of housing cost burden for lower-income households is slightly higher in Stockton (75 percent) than in San Joaquin County (72 percent) and California (70 percent), pointing to a need for more affordable housing units in Stockton, including within the Study Area, where the average household income is \$40,379 vs. Stockton’s citywide income of \$78,712. Apartments, which include market-rate apartments, were also mentioned as a need, and are also encouraged through the actions in this Plan.

Access to Transit, Services, and Amenities

When asked what could be added to improve the quality of life in the neighborhood, participants responded regarding a need for grocery stores or neighborhood markets that have a variety of foods, community centers, green spaces, parks, and social services.

Participants also mentioned the need for neighborhood improvements, such as streetlights, improved sidewalks, bike lanes, bus shelters, improving or adding crosswalks, and bathrooms. A few participants acknowledged the need for traffic-calming measures, such as placing speed bumps on residential streets or other measures to deter unsafe driving. There was also mention of the need for a new school.

Neighborhood Revitalization

Community members have pointed out that there may be code enforcement issues in the Study Area that need to be addressed, such as removing cars that have been parked on the street for a long period of time and pruning overgrown trees along the sidewalk. Another way that this Study Area could be revitalized is through cleaning and maintaining the parks that are in the area. A suggestion was also made to provide free junk removal and stormwater solution services to the surrounding community.

Along with this, multiple community members had highlighted that safety is a large concern in this Study Area. Some suggestions for ways that safety can be addressed include having community safety officers and/or officers that patrol on foot. Speed bumps were another option that was discussed as a method to create safer neighborhoods in the Study Area. Other community members recommended better education, training, housing, and job opportunities in this area to assist in the revitalization process.



Open House held on June 15, 2023.



Pop-up event held at Sierra Vista on June 14, 2023.



Pop-up event held at STAND on October 7, 2022.



Halloween Pop-up event held at STAND on October 18, 2022.

3. Potential for New Housing

Faith-Based Housing

Places that accommodate civic and shared gathering spaces, such as faith-based organizations, are a tremendous opportunity for additional housing. Churches and other faith-based organizations often own larger parcels where a portion of the land is underutilized and/or contain structures that could be retrofitted or expanded to provide housing. Providing housing on these sites can both help supply members of these organizations with affordable places to live while also offering supplemental income to the organizations. In the South Airport Way Study Area, potential faith-based housing sites include 1402 Twelfth Street and 2427 South Airport Way (Sites #14 and #12 on the vacant sites map shown on Page 16).

Many jurisdictions are working with local faith-based organizations to expand opportunities for housing on their sites. This includes overcoming barriers such as limited financing options, regulatory review requirements, and lack of local real estate and development experience. Opportunities unique to faith-based housing include the ability to submit a taxable donation for the sellers of the land.



Vacant site on South Airport Way owned by a Faith-Based Organization.

The San Joaquin County Fairgrounds is located just east of the Study Area. A 110-acre portion of the fairgrounds is currently the largest California site offered for housing development under Governor Newsom's Executive Order N-06-19, which intends to address the State's housing affordability crisis. The fairgrounds could be a significant opportunity for the construction of new housing at varying income levels, including home ownership opportunities.

South Airport Way and 8th Street

Within the South Airport Way Study Area, there is a 76-unit affordable senior housing mixed-use project currently entitled. The 84,500-square-foot site, located on two vacant lots in the Study Area, is proposed to be developed with a mixed-use building that includes affordable units. The mixed-use component would include ground-floor commercial uses, likely reserved for community service providers such as STAND Affordable Housing and Community Medical Centers. Also planned for the site is a clinic building that is anticipated to be constructed after the mixed-use building construction is complete. The design of the project has not been finalized, and there is currently no estimated time for completion of the project.

Challenges and Opportunities

The South Airport Way Study Area is an ideal place for the construction of new housing that complements the South Airport Way corridor and the surrounding existing neighborhood. About 40% of land in the Study Area is vacant, which signifies a major opportunity for new housing development, including some sites that could accommodate mixed-use development that combines housing with amenities.

An infrastructure readiness analysis was conducted for three key vacant infill sites in the Study Area. The analysis found that infrastructure in the Study Area is generally adequate to support new housing, but one key site analyzed did not have fire flow sufficient

Brownfields

Brownfields are sites that may have a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in brownfield properties can increase the local tax base, facilitate job growth, and take development pressures off of open land. A variety of grants support brownfield revitalization efforts by funding assessment, cleanup, and job training, including:

- ▶ the EPA Brownfield Multipurpose Grant, which offers up to \$800,000 to assess site reuse and market feasibility assessment; and
- ▶ the EPA Brownfield Cleanup Grant, which can provide up to \$2 million for one or more sites.

to support a new mixed-use building, and sidewalk condition on side streets around Airport Way varies widely. This type of improvement, and any other infrastructure improvements that are necessary, could be costly for developers and may hinder new housing development. See Appendix B, Existing Conditions Report, for the complete infrastructure readiness analysis and for a map showing the sidewalk conditions in the Study Area.

Per the Market and Needs Assessment in the Citywide Housing Action Plan, market constraints and the need for enhanced infrastructure were noted as significant challenges to constructing housing in Stockton.

Feedback from Stakeholders

To help understand barriers to housing development in the Study Area, the City held one-on-one and small-group meetings with local stakeholders during July to September 2022. Key themes that emerged from these meetings surrounding challenges and opportunities for new housing development, are as follows:

- ▶ **Environmental Contamination.** There is a concern about developing a few of the vacant properties in the Study Area because the ground is likely contaminated. Sites that are contaminated typically require remediation before construction can occur, which can be an impediment to new housing development due to cost and timing issues. To help address this challenge, this Plan encourages pursuing grants for brownfield analysis, and if needed, remediation and a holistic program for cleaning up sites along the corridor.
- ▶ **Housing and Services.** Multifamily, mixed-use, and faith-based housing were recommended as an opportunity for some of the lots in the Study Area. However; it was also noted that in addition to housing, services and commercial uses are needed to support new housing development along the South Airport Way corridor. The Table on Page 17 includes a list of vacant sites and identifies the most feasible housing types that could be built on each site.

What is a Community Land Trust?

A community land trust (CLT) is a non-profit organization that acquires and holds land for affordable housing, agriculture, or other community-oriented purposes. The CLT usually leases the land at affordable prices while retaining ownership. By using this model, CLTs aim to create stable, sustainable, and equitable communities, providing housing and resources that align with the community's needs and priorities. This approach promotes community empowerment and collective decision-making to ensure that the land remains a valuable asset for generations to come.

- ▶ **Community Organizations.** There is an opportunity to collaborate with local community organizations to help improve housing choices in the Study Area. Partnering with other organizations will bring additional expertise, resources, and perspectives to solving the unique challenges presented in this neighborhood. One idea that was shared is to work with a local organization to encourage community members to participate in an educational homeownership training course or learn about other resources for first-time homebuyers. Another option could be to support the creation of a Community Land Trust.

- ▶ **Housing Market.** The sales price of new market rate housing in Stockton is lower than in nearby areas, which has led developers to favor other communities over Stockton. However, since affordable housing development usually includes State funding, these projects tend to be relatively feasible in Stockton. This Plan supports affordable housing and encourages the construction of housing at varying income levels.
- ▶ **Development Process.** Timing can be a major constraint to new housing development. Market fluctuations and time from application to approval can hinder new development. This Plan supports expanding the active period for permits and entitlements from 12 months to 24 months to allow for flexibility by housing developers.
- ▶ **City Fees.** Fees were also identified as a barrier to new housing development. This Plan explores efforts to waive or reduce certain City fees for new housing development in the Study Area. It also supports the preparation of marketing materials that highlight common improvements and costs associated with development to provide transparency.
- ▶ **Funding.** To support housing creation, there is an opportunity to assist developers with the cost of developing housing. The City could evaluate the feasibility and benefits of adopting a financing district for the Study Area to support the development of housing, as well as neighborhood revitalization.

Displacement Risk

Displacement risk increases when a household is paying more for housing than their income can support. Stockton is in San Joaquin County, which is a region that has experienced significant population growth and development resulting in rising housing costs and increasing the risk of displacement in some neighborhoods.

To study the displacement vulnerability of Stockton households, the City of Stockton prepared a Residential Displacement Assessment Report in 2023. This Assessment Report utilized two mapping tools: San Joaquin County's Gentrification and Displacement Mapping Tool and The Affirmatively Furthering Fair Housing Data Viewer, to identify the types of displacement risk that residents are facing. According to the displacement mapping tool, the South Airport Way Study Area is under the "Susceptible and Ongoing Displacement" designation.

This plan includes actions to help further the development of housing and improve access to services and amenities in the South Airport Way Study Area, which could inadvertently increase the potential for displacement. To help mitigate this risk, the Neighborhood Action Plan includes strategies that support the development of affordable housing in the Study Area. The Residential Displacement Assessment Report also identifies the following strategies to help combat displacement: proactive code enforcement, diversifying the housing stock, and expanding legal-aid and tenant-landlord education programming.

In addition to housing, stakeholders noted there are other issues in the Study Area, such as public safety concerns, limited access to healthy foods, and lack of services. There is also a need for improved transportation options. The primary objective of the Plan is to further the development of housing in the Study Area; therefore, the objectives and actions included in this Plan are housing-focused. Actions are also included to address key issues to help enhance the quality of life in the Study Area; however, there are issues unrelated to housing production that are not addressed in this Plan.

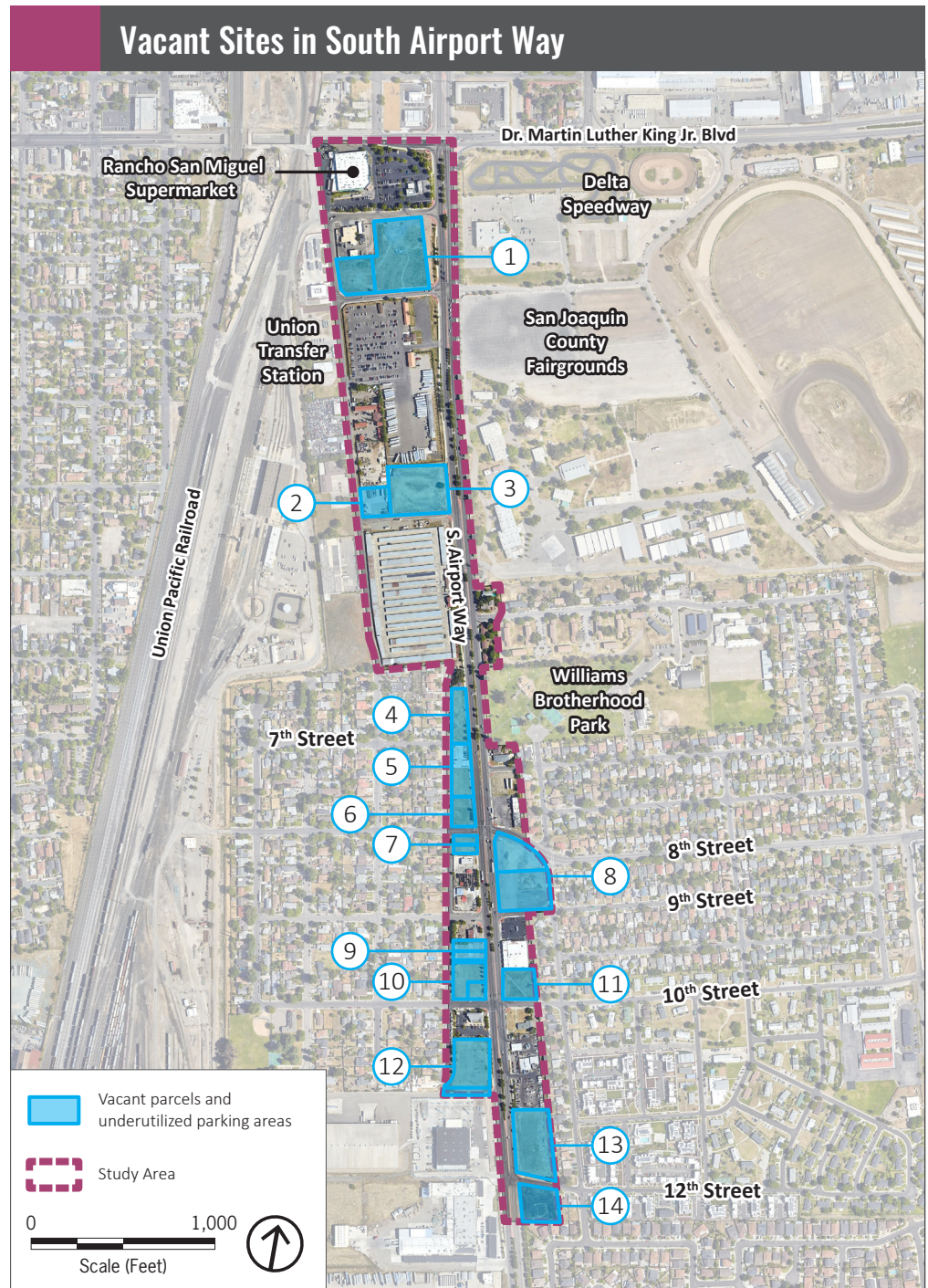
See Appendix C, Community Engagement Summary, for a complete summary of the feedback received.



Vacant site along South Airport Way.

Vacant Sites

During the Plan development process, the project team identified 14 sites within the Study Area that are vacant or have a surface parking lot that is not well-utilized. These sites may serve as an opportunity for new housing development. The Vacant Sites in South Airport Way map shows the location of these sites, and the table that follows identifies the most feasible housing types that could be built on each site based on the lot size and the characteristics of the surrounding neighborhood. The most feasible housing types are listed by letter (A-I) in the table on Page 17 to correspond with the housing type descriptions that follow. While the City does encourage new housing development on vacant properties, where appropriate, the City itself does not build housing unless the property is owned by the City. Redevelopment of any of the sites that are privately owned would require agreement with the property owner, approval of a development proposal, and adequate infrastructure.



Source: Google Earth Professional, 3/2/2023. PlaceWorks, 2023.

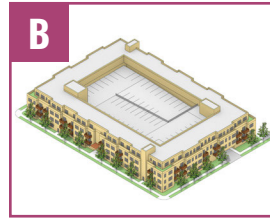
Site Number	Street Address	Most Feasible Housing Types
1	1501 & 1516 South Union Street	C, D, G
2	1121 Folsom Street	C, F, G
3	1795 South Airport Way	B, F
4	2051 South Airport Way	F, G
5	2119 South Airport Way	F, G
6	2135 South Airport Way	D, F, G
7	2211 & 2211 South Airport Way	G
8	2244 & 2226 South Airport Way	C, D
9	2333 & 2319 South Airport Way	I
10	2361 & 2347 South Airport Way	E, F, H
11	2348 South Airport Way	C, D
12	2427 & 2427 South Airport Way	C, D, F
13	2482 South Airport Way	C, F
14	1402 Twelfth Street	C, F



A
High-Rise Residential



G
Live-Work



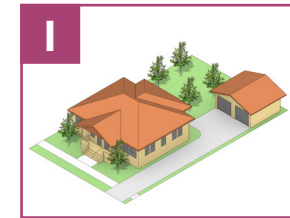
B
Mid-Rise Apartments



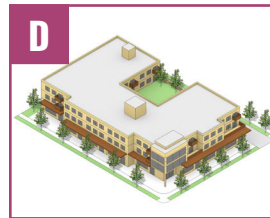
H
Multiplexes



C
Low-Rise Apartments



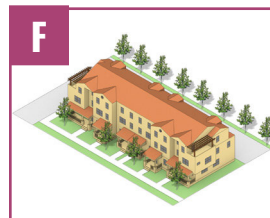
I
Triplexes and Duplexes



D
Mixed-Use



E
Cottage Courts



F
Townhomes



Vacant site next to a bus stop along South Airport Way.



Vacant site north of 8th Street along South Airport Way.

Housing Types

The following residential development types were identified based on typical housing products being built across California and were screened for appropriateness to the Study Area based on existing built form, relevant barriers to development, and characteristics of existing properties within the Study Area. Site characteristics of properties in the Study Area, including typical lot dimensions and sizes, guided the description for each housing type to ensure that appropriate housing types can be developable within the neighborhood context.

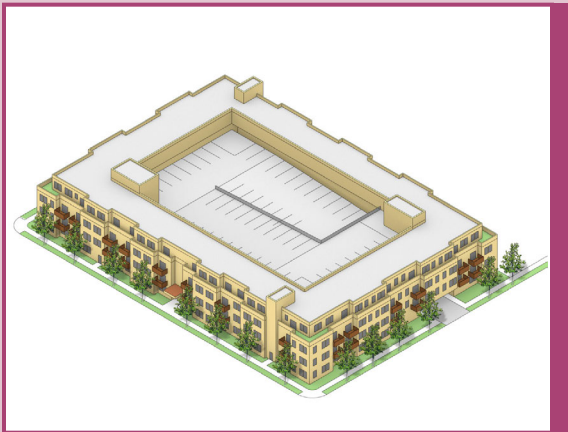
Mixed-use, low-rise apartments, townhomes, and live-work housing types were identified as the most feasible housing types for many of the vacant sites within the Study Area based on lot size and neighborhood characteristics. Mid-rise apartments, cottage courts, multiplexes, triplexes, and duplexes are also suitable for some of the vacant sites. High-rise apartments were not selected as a feasible housing type based on lot sizes and neighborhood form; however, this type is included in this Plan for reference in case there is a potential for its development in the future.

The following content shown in yellow describes the housing types and shows example drawings. To learn more about each housing type, please see the citywide Housing Action Plan. The drawings do not show an actual development project; they are intended to provide a visual representation of what the housing type could look like.



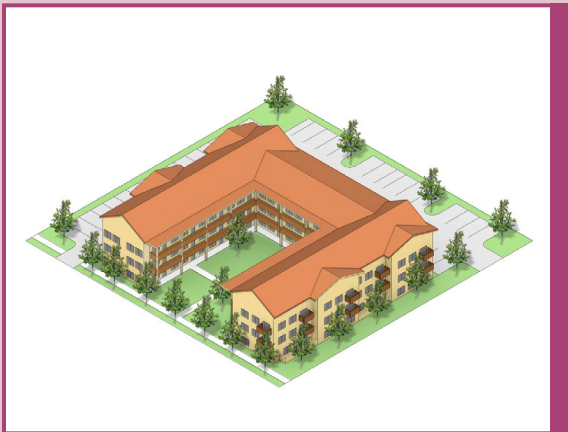
A. High-Rise Residential

These are high-density apartments that are typically developed within existing medium- to high-density neighborhoods, in downtown areas, and near employment or transit hubs. They are constructed on larger lots with an active frontage provided along a public street and can be seven stories or taller. Outdoor space is provided in the form of common courtyards at ground level, above parking podiums, on rooftops, or in private open space areas such as balconies.



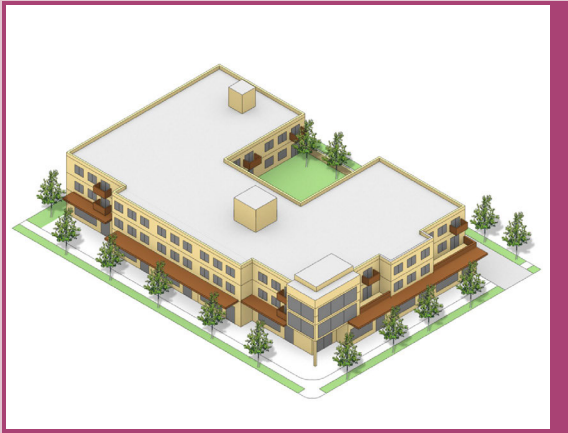
B. Mid-Rise Apartments

These are medium-density apartments that are typically developed within or near existing medium- to high-density neighborhoods, in downtown areas, and near employment or transit hubs. They are constructed on large lots with common entries oriented towards the public streets and can be four to six stories tall. Outdoor space is provided in the form of courtyards at ground level, above parking podiums, on rooftops, or in private open space areas such as balconies.



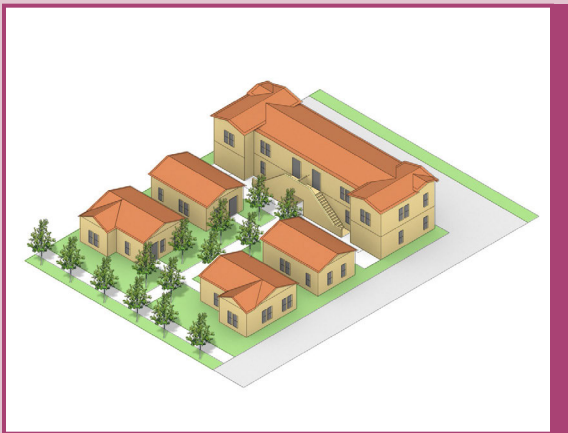
C. Low-Rise Apartments

These are low-density apartments that are typically developed in low- to medium-density neighborhoods, in downtown areas, and near employment and transportation nodes. They can be constructed on a variety of lot sizes with common entries oriented towards a public street and can be two to three stories tall. Outdoor space is provided in the form of courtyards at ground level, on rooftops, or in private open space areas such as balconies.



D. Mixed-Use

These developments contain residential uses in combination with retail and/or office spaces and can be arranged either vertically or horizontally. They are appropriate within neighborhoods of all densities, in downtown areas, and near transit stations. They can be constructed on a variety of lot sizes and can be three stories or taller. Outdoor space is provided in the form of courtyards at ground level or on parking podiums, or in private open space areas such as balconies.



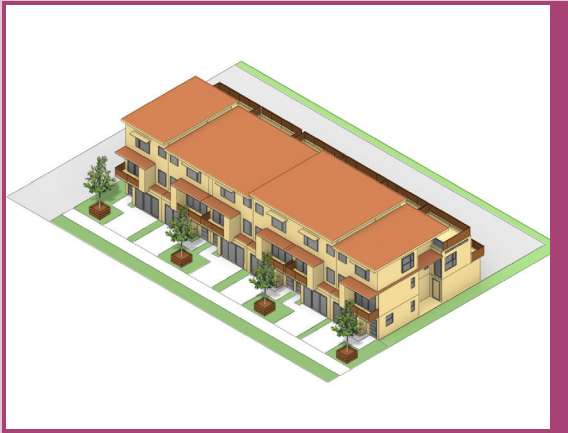
E. Cottage Courts

These are homes that consist of small detached residential units surrounding a common courtyard that serves as outdoor space. Entrances to each unit are accessed off of this central court. They are appropriate within existing low- to medium-density neighborhoods and in areas transitioning out of nonresidential uses. They can be constructed on a variety of lot sizes but are typically recommended for medium to larger sized lots. Cottage courts can be one to three stories tall.



F. Townhomes

These are homes that are attached in a horizontal configuration, each with a standalone entrance. They are appropriate within neighborhoods of all densities and fit a variety of lot sizes. Townhomes can be two to three stories tall. Entrances are oriented towards a public street and outdoor space can be provided in front or rear yards, upper-floor terraces and balconies, ground-level courtyards, or by using interconnected landscape areas in multi-building projects.



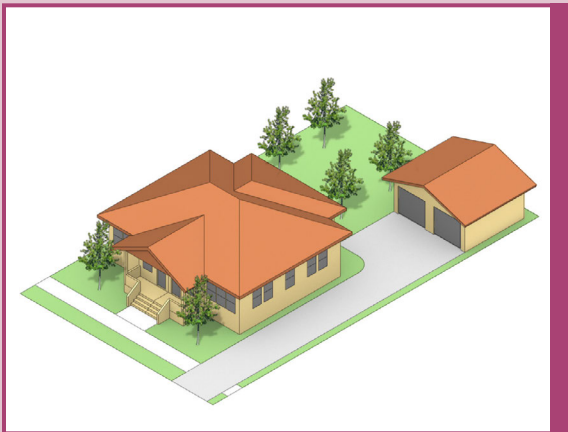
G. Live-Work

These are homes that provide a flexible ground-floor space that could be used for home-based employment or additional living space. They are appropriate within neighborhoods of all densities, within neighborhood commercial corridors, or in downtown areas. Live-Work units fit a variety of lot sizes and can be two to three stories tall. Entrances are oriented towards a public street or can be oriented towards a common interior courtyard. Outdoor space can be provided in front or rear yards, upper-floor terraces and balconies, ground-level courtyards, or by using interconnected landscape areas in multi-building projects.



H. Multiplexes

These are flexible four-unit or larger multifamily developments in which units can be arranged in a single structure or in multiple structures on a site. They are appropriate within existing low- to medium-density residential neighborhood or in downtown areas. They can be constructed on medium- to large-size lots and can be two to four stories tall. Outdoor space can be provided in upper-floor terraces and balconies, ground-level courtyards, or by using interconnected landscape areas in multi-building projects.



I. Triplexes and Duplexes

These are flexible development types that feature two to three attached units with separate entrances that can be arranged vertically or horizontally. They are appropriate within existing low- to medium-density residential neighborhoods or on small lots with proximity to services. They can be constructed on small to medium size lots and can be two to three stories tall. Outdoor space can be provided in upper-floor terraces and balconies, ground-level courtyards, or by using interconnected landscape areas in multi-building projects.

4. Objectives and Actions

The South Airport Way Study Area is an ideal place for the new housing that transit and complements the existing neighborhood, but the area needs infrastructure upgrades that could hinder new development due to cost. Environmental contamination, lack of funding, and abandoned buildings pose additional challenges.

The South Airport Way Neighborhood Action Plan provides feasible actions to help address these challenges and incentivize housing preservation and development based on four overarching objectives:

1. Further the Development of Housing
2. Provide More Housing Choices
3. Improve Access to Transit, Services, and Amenities
4. Support Neighborhood Revitalization

The actions will serve as a guide for City staff and decision makers in the effort to improve housing opportunities in the Study Area. Appendix A, Implementation of the Neighborhood Action Plan, lists the Plan actions, responsible City department(s), timeframe for implementation, potential community partners, and example federal, State, and local funding sources. For a longer list of potential financial and grant sources, please see the citywide Housing Action Plan.



1. Further the Development of Housing

Action 1.1 South Airport Way and 8th Street. Identify opportunities to support the redevelopment of the vacant site at the southeast corner of South Airport Way and 8th Street.

Action 1.2 Faith-Based Housing. Work with religious institutions to identify opportunities for housing production on underutilized or excess land.

Action 1.3 San Joaquin County Fairgrounds. Collaborate with the State and the Housing Authority of San Joaquin County to encourage the inclusion of low-income, moderate-income, and market-rate housing in the State's plan for the San Joaquin County Fairgrounds site.

Action 1.4 Extend Permit and Entitlements "Active" Period. Expand the "active" period for permits and entitlements in the South Airport Way Study Area from 12 months to 24 months.

Action 1.5 Economic Development Programs. Optimize existing economic developments programs the City already has in place to better align with the Neighborhood Action Plan.

Action 1.6 Public Facilities Fees. Support the Public Facilities Fees Nexus Study which will determine if the fees collected by the City are the right amount for the City of Stockton. The Nexus Study is currently in the process as of September 2023.

Action 1.7 Vacant and Underutilized Sites Inventory. Create and regularly update a searchable/digital inventory of vacant and/or underutilized sites in the Study Area. Use the inventory list to conduct targeted property owner outreach, as described in Action 1.8.

Action 1.8 Property Owner Outreach. Conduct targeted outreach to property owners in the Study Area to learn why they may be leaving a site undeveloped or underutilized. Describe any applicable incentives or programs the City offers that may assist the property owner with developing the site.

Action 1.9 Land Banking. Pursue opportunities for acquisition and disposition of land that can be used for residential and/or mixed-use projects.

Action 1.10 City Staff Support. Explore the feasibility of expanding capacity by adding City staff or seeking staff services through consultants to implement the actions included in the Neighborhood Action Plan, if additional staff support is needed.

2. Provide More Housing Choices

Action 2.1 Housing for Large Households. Encourage projects that provide large units (three bedrooms or more) to incentivize the creation of housing for large households.

Action 2.2 Multi-Generational Housing. Explore changes to City codes and regulations to support multi-generational housing.

Action 2.3 Homeownership Education. Collaborate with local community organizations to distribute materials and conduct educational efforts centered on homeownership education in the Study Area.

Action 2.4 Downpayment Assistance. Work with San Joaquin County to conduct targeted outreach on the San Joaquin County Gap Loan Program to renters in the Study Area to provide down-payment assistance to interested and eligible lower-income, first-time homebuyers.

Action 2.5 Community Land Trust. Support efforts, when appropriate, by local, regional, state, federal, non-governmental, and philanthropic organizations to explore a Community Land Trust in the South Airport Way Study Area.

3. Improve Access to Transit, Services, and Amenities

Action 3.1 Neighborhood-Serving Uses. Establish a program for pop-up and short-term vendor spaces on City-controlled property in the Study Area.

Action 3.2 Williams Brotherhood Park. Partner with community organizations to conduct a park access assessment for Williams Brotherhood Park.

Action 3.3 Stocked Full of Produce Program. Conduct targeted outreach to store owners in the South Airport Way Study Area to ensure they are aware of the program's benefits. Explore partnerships with community-based organizations to support healthy produce being sold in local retail establishments.

Action 3.4 Alternative Modes of Transportation. Collaborate with local organizations to establish a community working group to meet regularly with residents to identify and prioritize needed infrastructure that supports alternative modes of transportation, such as walking, biking, and taking the bus.

Action 3.5 Bicycle and Car Share. Coordinate with stakeholders to place bike and car-share in key locations to improve active transportation options and support first and final-mile connectivity for neighborhood residents and commuters.

Action 3.6 Conquering the Digital Divide. Pursue funding and partnerships to expand the City's Fiber Optic Infrastructure to help provide reliable digital access to residents in the Study Area.

4. Support Neighborhood Revitalization

Action 4.1 Environmental Site Assessments. Conduct Phase I and/or Phase II environmental site assessments for vacant and underutilized sites in the South Airport Way Study Area.

Action 4.2 Brownfield Cleanup Program. Pursue planning grants for brownfields and develop a program aimed at cleaning up sites within the South Airport Way Study Area to revitalize the Study Area.

Action 4.3 Financing Districts. Evaluate the feasibility and benefits of adopting a financing district for the South Airport Way Study Area to support the development of housing and neighborhood revitalization.

Action 4.4 Residential Upgrades. Continue to offer solar installation, energy and water-efficiency upgrades, drought tolerant landscaping, and tree planting services to residents within the Study Area. Collaborate with Stockton Rising to inform residents of the program's benefits.

Action 4.5 Façade Improvement Forgivable Loan Program. Study the feasibility of expanding the City's façade improvement forgivable loan program, which currently helps fund exterior renovations of commercial buildings to also fund façade renovations of residential buildings.

Action 4.6 Owner-Occupied Rehabilitation Program.

Conduct targeted outreach in the Study Area for the Single-Family Rehabilitation Program, which provides qualified homeowners with financial assistance to complete substantial interior and exterior repairs.

Action 4.7 Sidewalk Repair and Gaps. Pursue funding to assist property owners with repair and installation of sidewalks in portions of the Study Area identified in Appendix B as "no sidewalk" or "needs repair."

Action 4.8 Community Development "Review List" Materials. Prepare marketing materials that highlight common improvements and costs associated with development such as repair of sidewalks, paved parking areas, etc.

Action 4.9 Local Community Groups. Identify opportunities for collaboration with neighborhood groups to further solutions for housing issues and other community needs.