

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

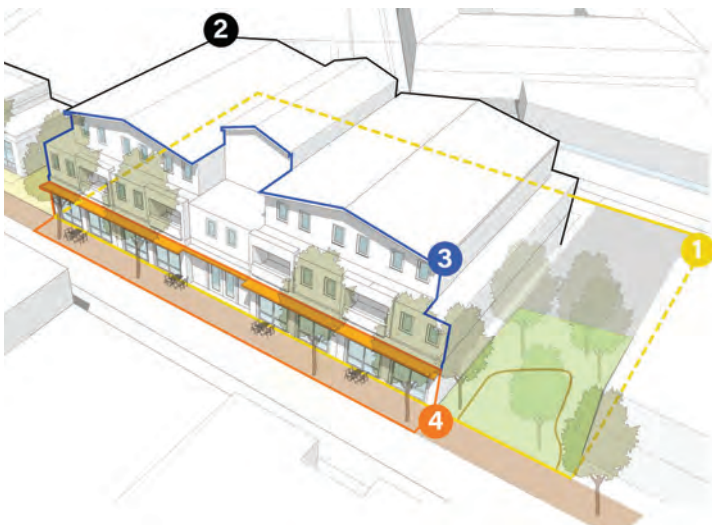
- Downtown
- Little Manila/Gleason Park
- Miracle Mile
- South Airport Corridor
- Channel Area

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

What Are Development and Design Standards?

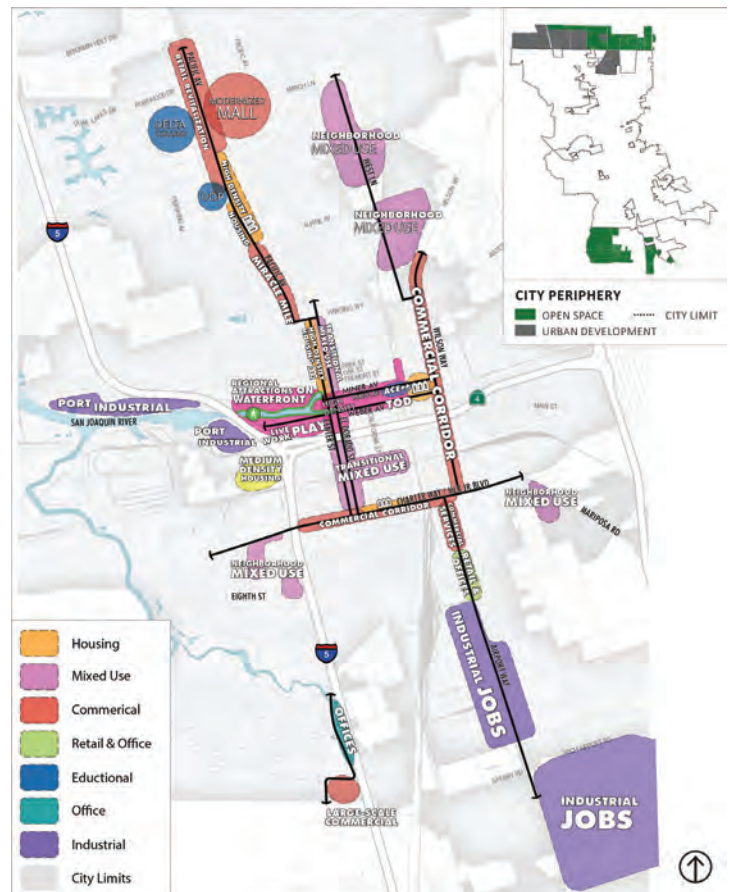
Development and design standards address features such as:

- 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.

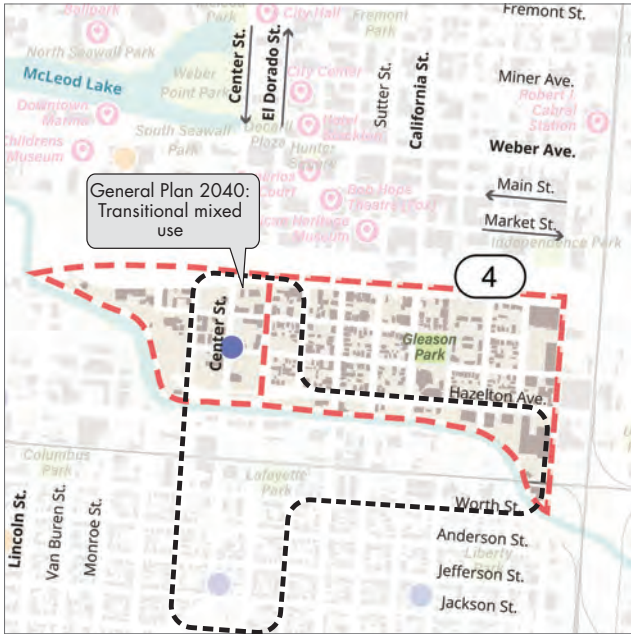


Source: PlaceWorks, 2017.

FOCUS AREA: LITTLE MANILA / GLEASON PARK

LITTLE MANILA / GLEASON PARK TODAY + GENERAL PLAN 2040 VISION

The Little Manila / Gleason Park area is a historic residential and mixed-use neighborhood with a compact development pattern, separated from the Downtown by the Crosstown Freeway.



Single family and multiplex residences



Newly built affordable housing project with duplexes.



A commercial building in the neighborhood



Edén Gleason Park

WHAT IS YOUR VISION FOR THE FUTURE OF THE LITTLE MANILA / GLEASON PARK NEIGHBORHOOD?

In one or two sentences, describe your vision for the Little Manila / Gleason Park area.

What elements currently exist in the neighborhood that support that vision?

What elements detract from that vision? What is missing from the neighborhood? What can be improved?

Has recent development supported that vision? Why or why not?

FOCUS AREA: MIRACLE MILE

MIRACLE MILE TODAY + GENERAL PLAN 2040 VISION

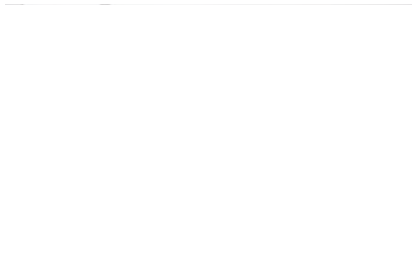
The Miracle Mile is a pedestrian-oriented commercial corridor within a residential neighborhood. Development along Pacific Avenue is defined by a consistent pattern of 1-2 story buildings built along an active street with sidewalks, landscaping, outdoor seating areas, and angled parking.



Outdoor seating and diagonal on-street parking



Typical commercial development on Miracle Mile is comprised of one to two stories buildings



Empire Theatre



Northern segment of Pacific Avenue - with small offices in single story residential style houses along a tree-lined street.

WHAT IS YOUR VISION FOR THE FUTURE OF MIRACLE MILE?

In one or two sentences, describe your vision for the Miracle Mile.

What elements currently exist in the area that support that vision?

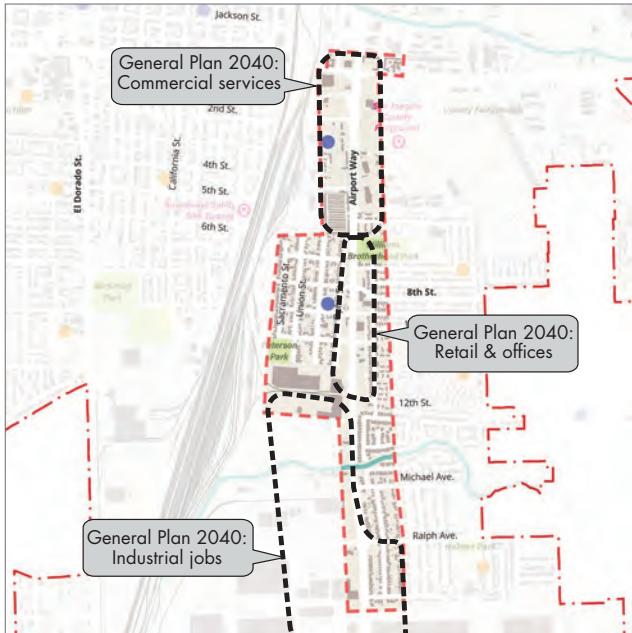
What elements detract from that vision? What is missing from the Miracle Mile? What can be improved?

Has recent development supported that vision? Why or why not?

FOCUS AREA: SOUTH AIRPORT CORRIDOR

SOUTH AIRPORT CORRIDOR TODAY + GENERAL PLAN 2040 VISION

The South Airport Corridor area contains residential neighborhoods bisected by Airport Way, which is a gateway corridor connecting Downtown to the Stockton Airport. In general, development concentration decreases traveling south along the corridor.



The Rancho San Miguel Supermarket marks the northern gateway of the South Airport Way corridor.



The Financial Center Credit Union at 10th and South Airport Way.



Some older industrial developments on South Airport Way does not face the street, and sidewalks are missing.



The Prologistix distribution center is typical of newer large-scale warehouse development on the corridor.

WHAT IS YOUR VISION FOR THE FUTURE OF SOUTH AIRPORT CORRIDOR AREA?

In one or two sentences, describe your vision for the South Airport Corridor area?

What elements currently exist in the area that support that vision?

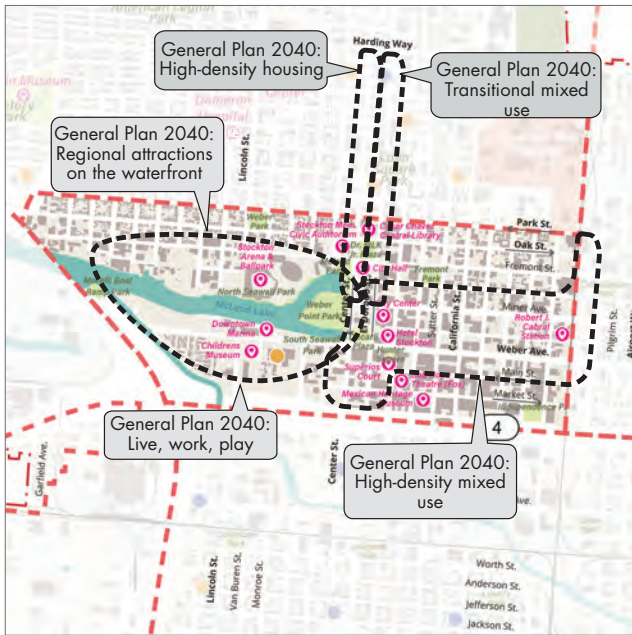
What elements detract from that vision? What is missing from the area? What can be improved?

Has recent development supported that vision? Why or why not?

FOCUS AREA: DOWNTOWN

DOWNTOWN TODAY + GENERAL PLAN 2040 VISION

Downtown, located in the center of Stockton, is characterized by compact urban development within a traditional street grid network. There are a number of different character areas in the Downtown, including prominent visitor-serving buildings oriented towards McLeod Lake, warehouses and low intensity commercial uses located along Fremont Street, grand historic buildings in the center, old auto row located along Miner Avenue, and older residential neighborhoods north of Fremont Street.



The Hotel Stockton at the corner of Weber and El Dorado.



New streetscape on Miner Avenue



Main Street, with buildings built close to the street-with little landscaping-is typical of streets in the downtown core.



Recent mid-rise residential development on E Oak St

WHAT IS YOUR VISION FOR THE FUTURE OF DOWNTOWN STOCKTON?

In one or two sentences, describe your vision for Downtown Stockton?

What elements currently exist downtown that support that vision?

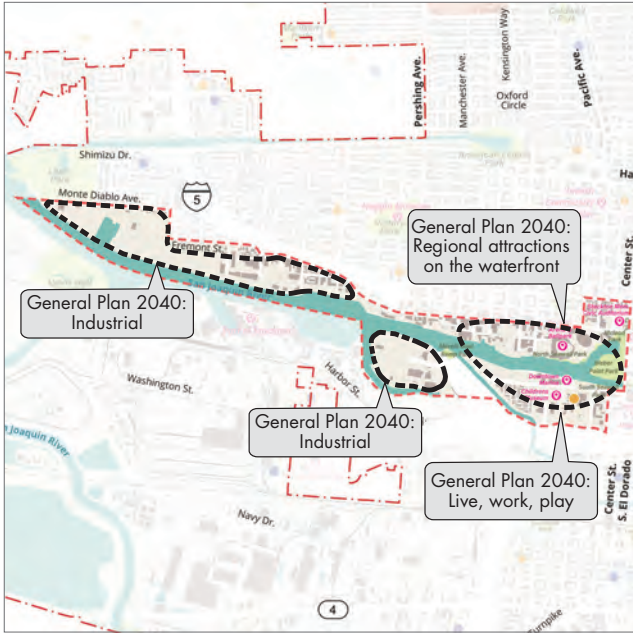
What elements detract from that vision? What is missing from downtown? What can be improved?

Has recent development supported that vision? Why or why not?

FOCUS AREA: CHANNEL AREA

CHANNEL AREA TODAY + GENERAL PLAN 2040 VISION

The Channel Area is envisioned as a mixed-use area within an active waterfront environment that preserves and enhances the maritime character of the area, honors its waterfront heritage, and provides a public promenade along the North Channel to Louis Park.



Waterfront industrial building with distinct character.



New ballpark and arena located at N Van Buren and W Fremont St



The Channel Area is home to a diversity of maritime and light industrial businesses.



The Stockton Marina on the south side of the channel is surrounded by large areas of undeveloped land.

WHAT IS YOUR VISION FOR THE FUTURE OF THE CHANNEL AREA?

In one or two sentences, describe your vision for the Channel Area?

What elements currently exist in the area that support that vision?

What elements detract from that vision? What is missing from the area? What can be improved?

Has recent development supported that vision? Why or why not?

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.

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- Channel Area
- Little Manila/Gleason Park
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Development and design standards address features such as:

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General Plan Vision

- Focus new development in existing areas.
- Concentrate higher-intensity mixed uses and high-density residential uses in the Downtown.
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- 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.

Map Legend:

- Housing
- Mixed Use
- Commercial
- Retail & Office
- Educational
- Office
- Industrial
- City Parks

Handwritten Notes:

- STREET FRONTAGE
- Handwritten notes on sticky papers: "Handwritten notes on sticky papers", "Handwritten notes on sticky papers", "Handwritten notes on sticky papers", "Handwritten notes on sticky papers".

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
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Focus Area: Miracle Mile

Participants were asked to comment on the vision for the area, as well as existing key conditions. Participants highlighted the need for traffic calming, bicycle parking, and rezoning of particular locations.

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

1. New buildings enhance the pedestrian experience by addressing the sidewalk and providing elements of visual interest (entrances, windows, building variations).

- Like restaurants as well as shops
- There needs to be a match between shops and restaurants
- Like outdoor dining and/or indoor dining that can be seen from the outside/looks inviting

2. New buildings step down adjacent to existing houses, place windows so as to maintain privacy, and buffer neighboring houses from parking, loading, storage and trash enclosures.

3. Green street frontage and deeper setbacks at the district's southern gateway

4. Streetscape improvements emphasize traffic calming, safe pedestrian crossings, and identity (paving, tree planting, lighting, art).

- Need to reduce speed and improve pedestrian safety on Pacific Ave
- Trees cover the names of shops. They block signage
- Signs should look nicer
- Parking lots off the street or on side streets are confusing, they seem to be oriented in the wrong direction and they need better signage

FOCUS AREA: MIRACLE MILE

COMMUNITY VISION

Miracle Mile is a vibrant corridor with thriving small businesses and outdoor seating. There is a mix of existing storefronts and new buildings with ground-level retail and housing above. Pacific Avenue is safe and attractive for pedestrians, and goes through the heart of a walkable neighborhood.

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

What key conditions are we missing?

FOCUS AREA: MIRACLE MILE

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. New buildings enhance the pedestrian experience by addressing the sidewalk and providing elements of visual interest (entrances, windows, building variations).

2. New buildings step down adjacent to existing houses, place windows so as to maintain privacy and buffer neighboring houses from parking, loading, storage and trash enclosures.

3. Green street frontage and deeper setbacks at the district's southern gateway.

4. Streetscape improvements emphasize traffic calming, safe pedestrian crossings, and identity (paving, tree planting, lighting, art).

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 experience
 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 DORADO
 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.

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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.

What key conditions are we missing?

SAFE PEDESTRIAN CROSSINGS
 DE-CHANNELIZE DORADO

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 local!

ISSUES & OPPORTUNITIES

Existing Zoning

What key conditions are we missing?
 Cultural Historic Spaces
 The biggest opportunity for normally blocks
 Buy local!
 Infill development that respects existing scale and grain
 Cultural history
 Support local businesses
 Support local businesses

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.

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4. Set development back from Mormon Slough to provide area for potential future enhancements and public access.

Notes on board:
 Buy local!
 Infill development that respects existing scale and grain
 Cultural history
 Support local businesses

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)*

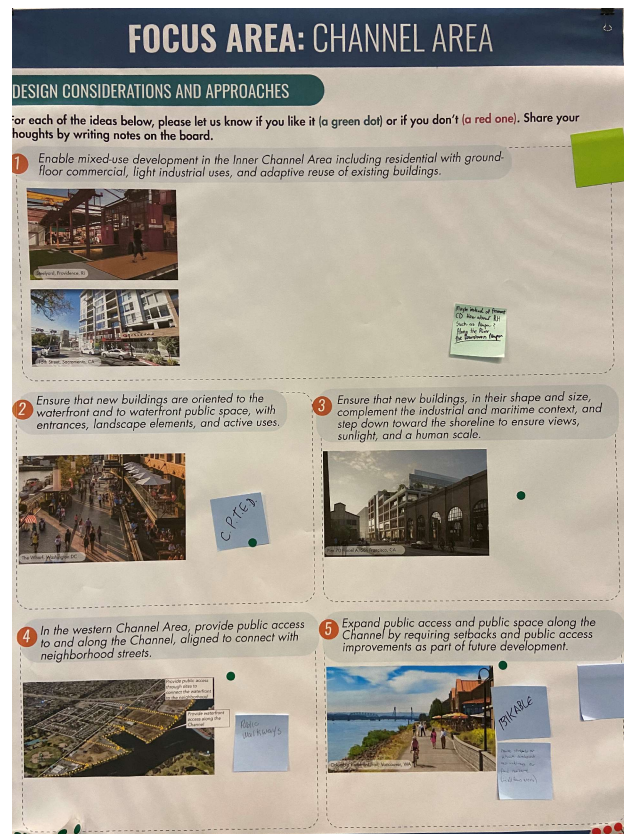
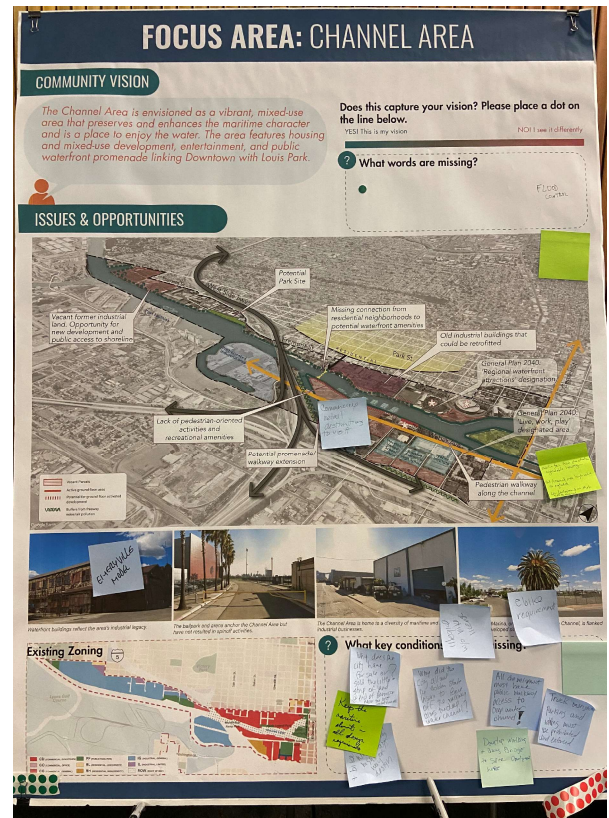
3. Ensure that new buildings, in their shape and size, complement the industrial and maritime context, and step down toward the shoreline to ensure views, sunlight, and a human scale.

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*

