



Stockton 2040 General Plan Update

Community Character Report

June 28, 2016

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COMMUNITY CHARACTER REPORT

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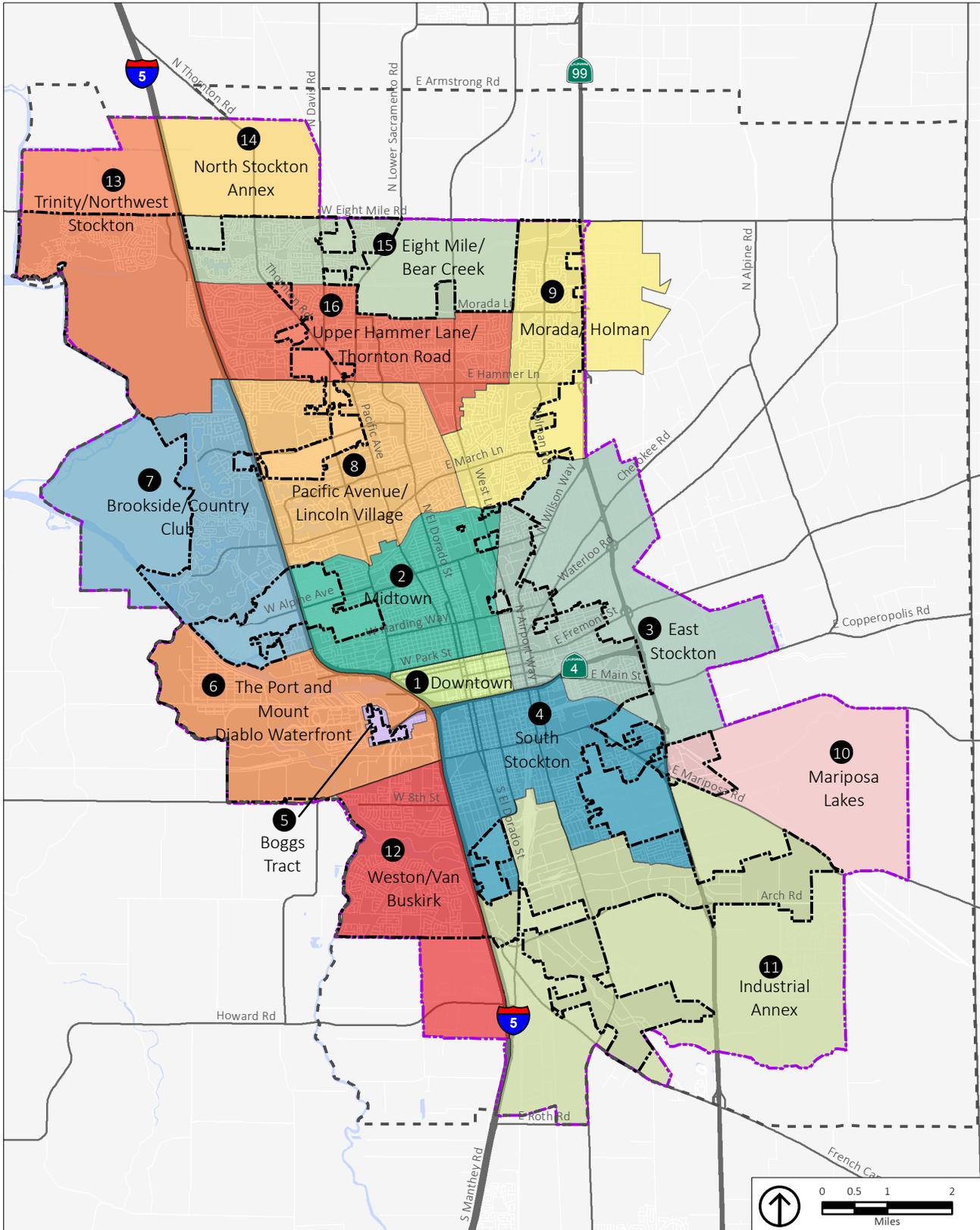
Introduction

The physical forms of Stockton’s neighborhoods have been heavily influenced by the city’s growth pattern over a time period of more than 150 years. Stockton began with the establishment of Downtown, orienting itself around the head of the San Joaquin River to provide access to its abundance of farmland. As time has progressed through historic eras such as the City Beautiful movement and post-World War II, the city grew through annexations, gradually shifting in neighborhood development patterns. Stockton continues to grow in size through annexations, establishing new neighborhoods around its edges. The City has identified and mapped sixteen neighborhoods that are distinct in character and development, and each tells a story of how these social, cultural, and economic historical events have shaped the city.

DOCUMENT OVERVIEW

This Community Character Report describes the physical form and character of Stockton’s sixteen neighborhoods. This assessment includes identifying urban design features that make each neighborhood unique, such as prominent landmarks, gateways, building types, street patterns, and land uses, and describing the relationship between these features. Stockton’s neighborhoods are listed below and shown in Figure 1:

1. Downtown
2. Midtown
3. East Stockton
4. South Stockton
5. Boggs Tract
6. The Port and Mount Diablo Waterfront
7. Brookside/Country Club
8. Pacific Avenue/Lincoln Village
9. Morada/Holman
10. Mariposa Lakes
11. Industrial Annex
12. Weston/Van Buskirk
13. Trinity/Northwest Stockton
14. North Stockton Annex
15. Eight Mile/Bear Creek
16. Upper Hammer Lane/Thornton Road



Source: City of Stockton, 2014.

- General Plan Planning Area
- City Limit
- Sphere of Influence

Figure 1
Stockton Neighborhoods

COMMUNITY CHARACTER REPORT

Downtown

Downtown is located in the heart and center of Stockton, bounded by Interstate 5, Highway 4, Park Street, and the Union Pacific Railroad (UPRR) tracks. Much of Stockton's earliest developments, including many historic buildings, are located in Downtown. Downtown is characterized by compact urban development within a traditional street grid network. The transition from urban uses to residential uses begins north of Fremont Street. The following elements contribute to Downtown's character:

- Small square-shaped blocks throughout Downtown with a finer-grain parcelization in the residential neighborhood.
- Prominent visitor-serving buildings, including the Stockton Arena, University Plaza, Stockton Ports Ballpark, and Weber Point Events Center, oriented towards McLeod Lake, providing views of the water.
- Warehouses and low intensity commercial uses located along Fremont Street, influenced by the proximity to Interstate 5 as the street transitions into Downtown.
- Grand historic buildings and an abundance of public art are concentrated in the center of Downtown, especially along Weber Avenue. Weber Avenue provides streetscape improvements and pedestrian amenities including street trees, wide sidewalks, decorative lighting, and landscaped medians.
- Old auto row located along Miner Avenue with large billboard signs, auto repair shops, and auto dealerships fronting the sidewalk. There are little to no streetscape improvements, but a "road diet" and other improvements are planned.
- Older residential neighborhood north of Fremont Street comprised of small single-family homes on small lots with traditional architectural styles. Streets are lined with mature trees, providing abundant shade and a pleasant atmosphere.
- Altamont Corridor Express (ACE) Robert J. Cabral Station located at the east end of Downtown near historic Victorian-style residential housing. The station was recently renovated and features well-maintained landscaping, a clock tower, and a gateway arch.



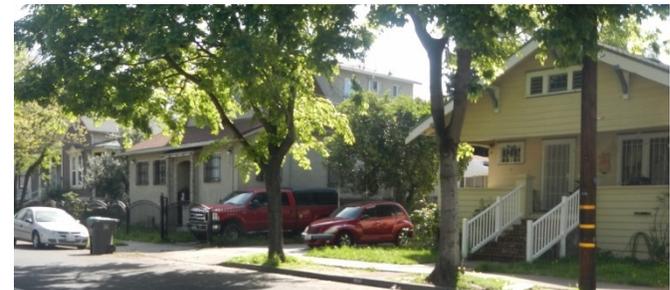
Weber Points Event Center and University Plaza by McLeod Lake



Traditional buildings in heart of Downtown along Weber Avenue



Car dealership and billboard along old auto row on Miner Avenue



Older residential neighborhood north of Fremont Street

COMMUNITY CHARACTER REPORT



"Stockton Rising" sculpture along the Downtown waterfront



Regal Stockton City Centre Stadium and Plaza



St. John the Evangelist Episcopal Church



Stockton City Hall in the Grecian-Iconic style



Gateway entrance into Weber Point



Confucius Monument at the head of McLeod Lake



Historic Hotel Stockton with Spanish Mission Revival style



Bob Hope Theater in the Spanish Colonial Revival style



Distinctive streetscape improvements and wide sidewalks



ACE Robert J. Cabral Station with manicured landscaping

COMMUNITY CHARACTER REPORT

Midtown

Midtown is primarily a traditional residential neighborhood located north of Downtown, bounded by Interstate 5, the Calaveras River, UPRR tracks, and Park Street. The University of Pacific campus occupies a large amount of land at the northern end of the neighborhood, intersecting the river. The Miracle Mile along Pacific Avenue is a key commercial and entertainment district within the neighborhood. The northwestern portion of this neighborhood is part of an island of unincorporated land. Midtown is characterized by the following elements:

- Continuation of Downtown’s dense and compact development within a street grid network. Blocks are longer and more rectilinear than in Downtown.
- University of Pacific campus surrounded by established residential neighborhoods, including single-family homes and multi-level apartment buildings.
- Residential neighborhoods with distinct grid patterns that incorporate curved streets and blocks, inspired by the City Beautiful and Arts and Crafts movements.
- Variety of traditional housing types from one-story bungalows to large two-story stately houses near the University and Miracle Mile. Residential areas are well-maintained and mature street trees provide abundant shade.
- Residential neighborhood north of Alpine Avenue features small single-story homes with driveways and detached garages, consistent with architecture from the post war era.
- Large open spaces embedded within residential neighborhoods such as Smith Canal, which cuts through a residential neighborhood and terminates with American Legion Park and Yosemite Lake, as well as Victory Park, which is home to the Haggin Museum.
- Quaint pedestrian-oriented retail and entertainment center along Miracle Mile with angled parking and streetscape improvements. The Stockton Empire Theater is a major destination.
- Auto-oriented commercial uses dispersed along other corridors, including Pacific Avenue, California Street, and El Dorado Street.



Gateway entrance into University of the Pacific



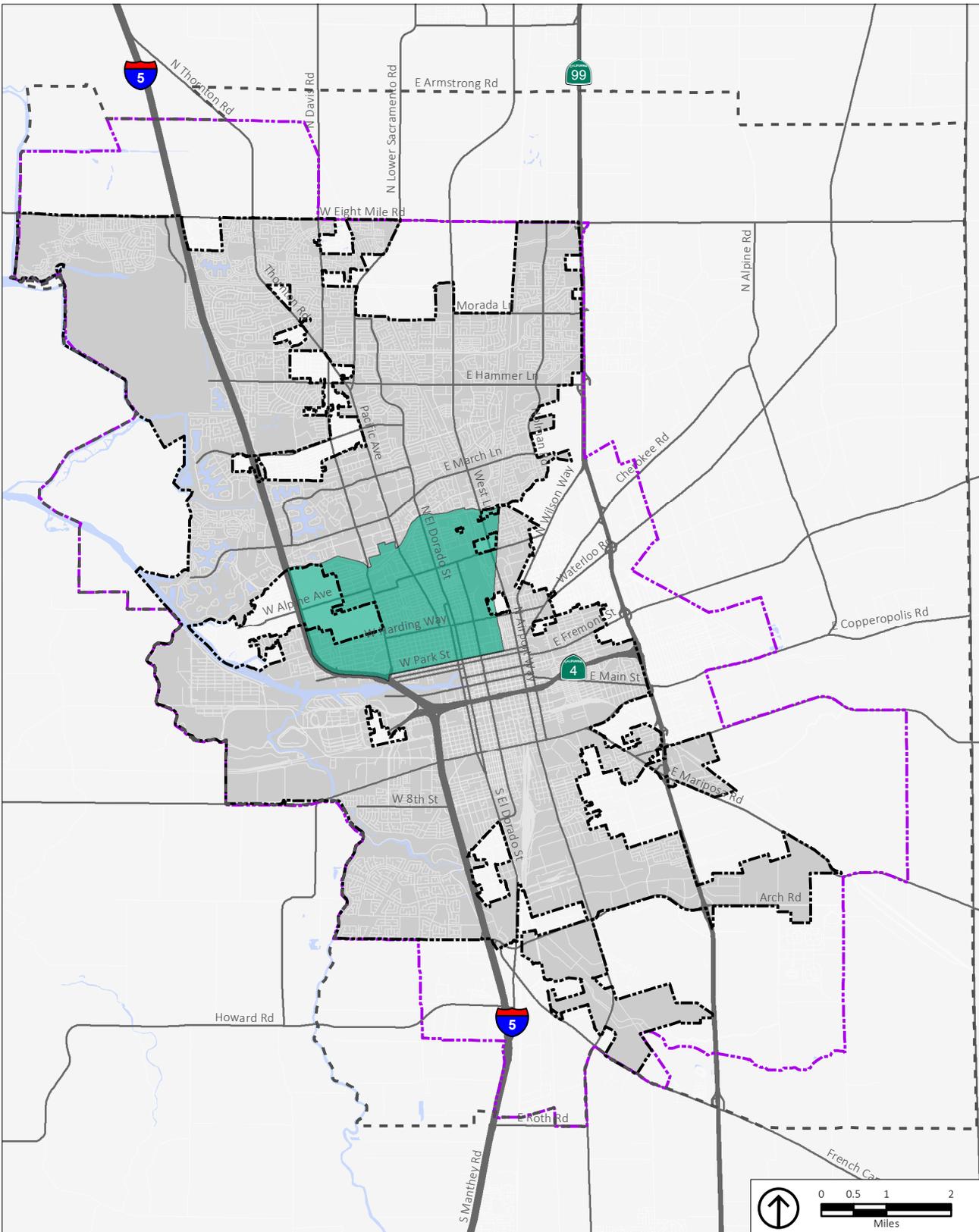
Stately traditional residences near University of the Pacific



Smaller traditional residences also near University of the Pacific



Heart of Miracle Mile with Stockton Empire Theater



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

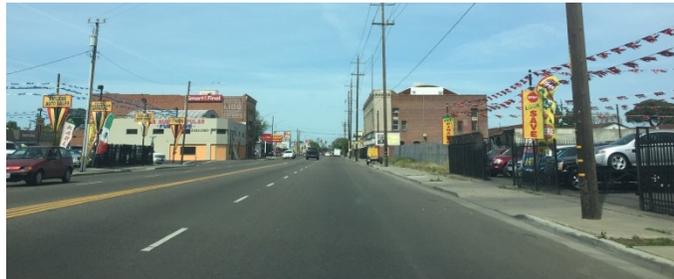
Figure 3
Midtown

COMMUNITY CHARACTER REPORT

East Stockton

East Stockton acts as a gateway into Stockton from the east and contains a number of major corridors, many of which are interconnected. Highway 99 runs through the neighborhood, providing regional connections to major thoroughfares including Wilson Way, Waterloo Road, Fremont Street, and Main Street. Large commercial and industrial uses are situated along these corridors and older residential neighborhoods are predominantly situated around them. The majority of this neighborhood, including the bulk of its eastern half, is unincorporated. The following elements contribute to East Stockton's character:

- Major arterials that cut diagonally through the urban street grid and established residential neighborhoods, providing connections from freeways to Wilson Way, which is the old Highway 50 corridor and leads to Downtown.
- Parcels along major arterials that have auto-oriented commercial and industrial businesses. This development is not compact and provides a large amount of space for off-street parking.
- A lack of streetscape improvements along these major arterials, given that they cater to the automobile. Some commercial parcels provide tree coverage at the sidewalk.
- Very large parcels with industrial and commercial uses clustered around freeway interchanges and at the intersections of major arterials.
- Residential areas in close proximity to commercial uses and some even fronting onto commercial thoroughfares. The majority of the houses are small single-story mid-century homes with driveways and deep setbacks. Front yards range in levels of maintenance and have inconsistent styles of front yard fencing.



Auto dealerships with eye-catching banners along Wilson Way



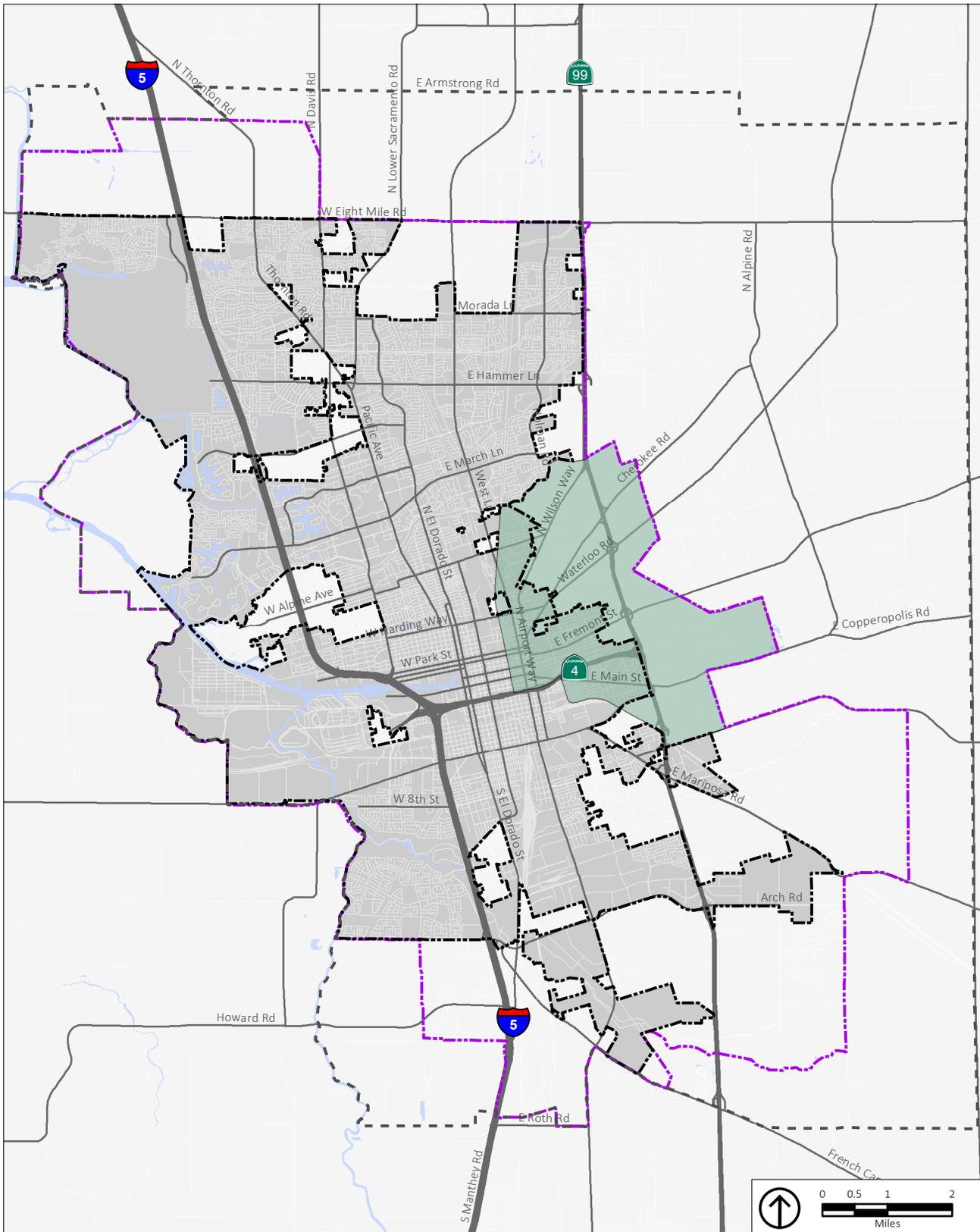
Strip mall commercial uses in Eastland Plaza



Smaller commercial and industrial uses near major thoroughfares



Single-story residences with similar chain link front yard fencing



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 4
East Stockton

COMMUNITY CHARACTER REPORT

South Stockton

South Stockton is bounded by Interstate 5, Highway 4, the UPRR tracks, and State Route 99. It contains residential neighborhoods from various time periods and is home to the County Fairgrounds. The neighborhood is bisected by Airport Way, which is a gateway corridor that connects Downtown to the Stockton Airport. A commercial node is situated along this corridor at its intersection with Charter Way and serves surrounding residential communities. Eastern areas and an island in the southwest portion of this neighborhood are unincorporated. South Stockton is characterized by the following elements:

- Compact residential neighborhoods within an urban street grid in the northern region of the neighborhood.
- Large industrial and commercial areas also located near the San Joaquin County Fairgrounds along Charter Way.
- Parcels with industrial and commercial uses, including the new Leadership in Energy and Environmental Design (LEED)-certified Financial Center Credit Union building, which front onto Airport Way. The majority of these uses provide a transition to the airport and Industrial Annex located to the south.
- Further south, development is less influenced by Downtown's compact development and street grid network. The Taft Mosswood community does not have a clear pattern of development or building orientation. Residential neighborhoods east of Airport Way are comprised of newer suburban subdivisions with cul-de-sacs and homogenous housing styles.
- Older residential neighborhoods that vary in parcelization and have a range of housing types of varying time periods and sizes.



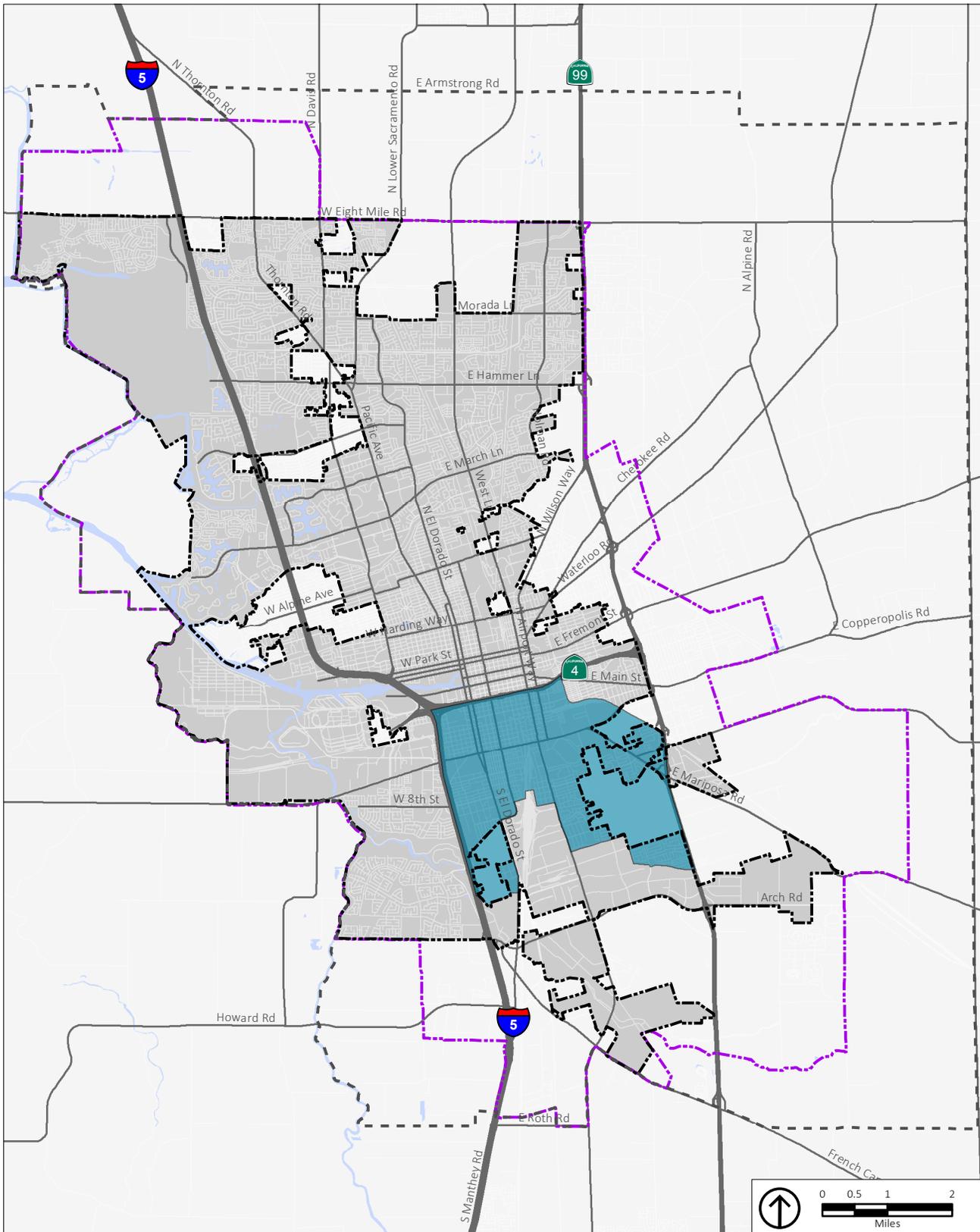
New modern LEED-certified Financial Center Credit Union building



Residential neighborhood with an abundance of vegetation



Commercial node anchored by large specialty grocery store



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 5
South Stockton

COMMUNITY CHARACTER REPORT

Boggs Tract

Boggs Tract is Stockton's smallest neighborhood. It is located west of Interstate 5 and completely surrounded by the Port and Mount Diablo Waterfront neighborhood. The majority of this neighborhood is an unincorporated island. It is characterized by low-density residential neighborhoods coexisting with many industrial uses and the terminus of the Ort J. Lofthus Freeway. The following elements are found within the Boggs Tract:

- Residential neighborhoods with a rural character given that they are unincorporated and lack City services and infrastructure. Residential streets have very few sidewalks and many gravel or dirt paths.
- Limited commercial uses, including a handful of small establishments located at the neighborhood's eastern border.
- Surrounding port and industrial uses that are apparent throughout the neighborhood and within the viewsheds of many streets. Railroad tracks also bisect the residential neighborhoods.
- Community amenities such as the Boggs Tract Community Farm, Boggs Tract Community Center, and Boggs Tract Park, all located at the center of the neighborhood.



Residential areas without sidewalks and gravel or dirt paths



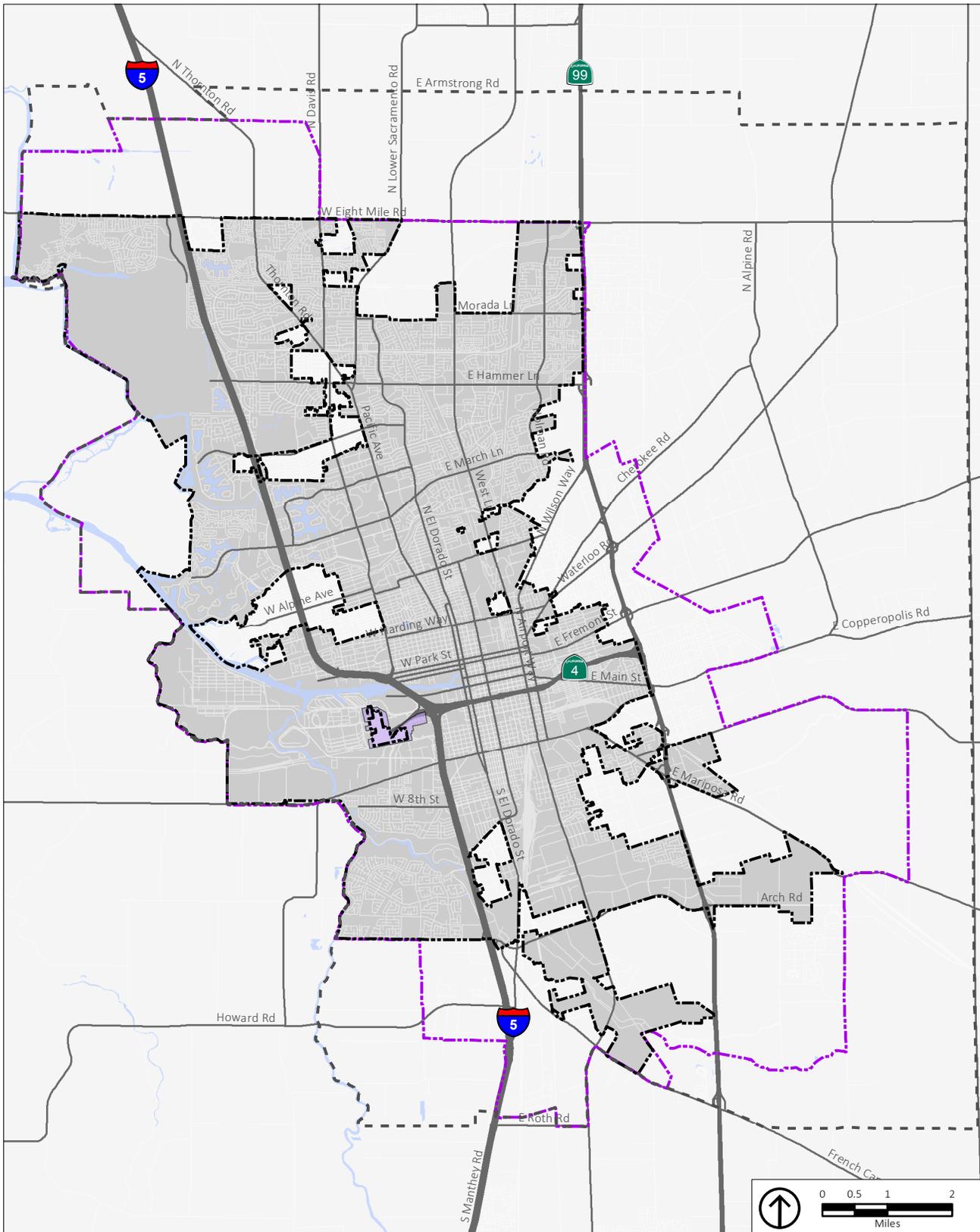
Truck traffic passing through neighborhood to industrial uses



Produce and health stands at Boggs Tract Community Farm



Boggs Tract Park adjacent to railway side tracking



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 6
Boggs Tract

COMMUNITY CHARACTER REPORT

The Port and Mount Diablo Waterfront

The Port and Mount Diablo Waterfront is bounded by Interstate 5, Highway 4, the Burns Cutoff, the San Joaquin River, and the Smith Canal. This neighborhood is mostly comprised of port and industrial uses south of the San Joaquin River. A small residential neighborhood and park are located north of the San Joaquin River, accessible by Interstate 5, Mount Diablo Avenue, and Fremont Street. The following elements contribute to the neighborhood's character:

- Large-scale port operations and industrial uses located along the San Joaquin River.
- Industrial warehouses located near Interstate 5 that transition to low density residential housing along Fremont Street.
- Limited commercial uses located south of Mount Diablo Avenue, surrounded by undeveloped land along the water.
- Compact development located north of Mount Diablo Avenue with a combination of small mid-century single-family residential homes with one-car garages, single-family homes built around the 1970s, and new apartments.
- Residential neighborhood served by large parks with amenities including sports fields and playgrounds.



Large port uses near the waterfront



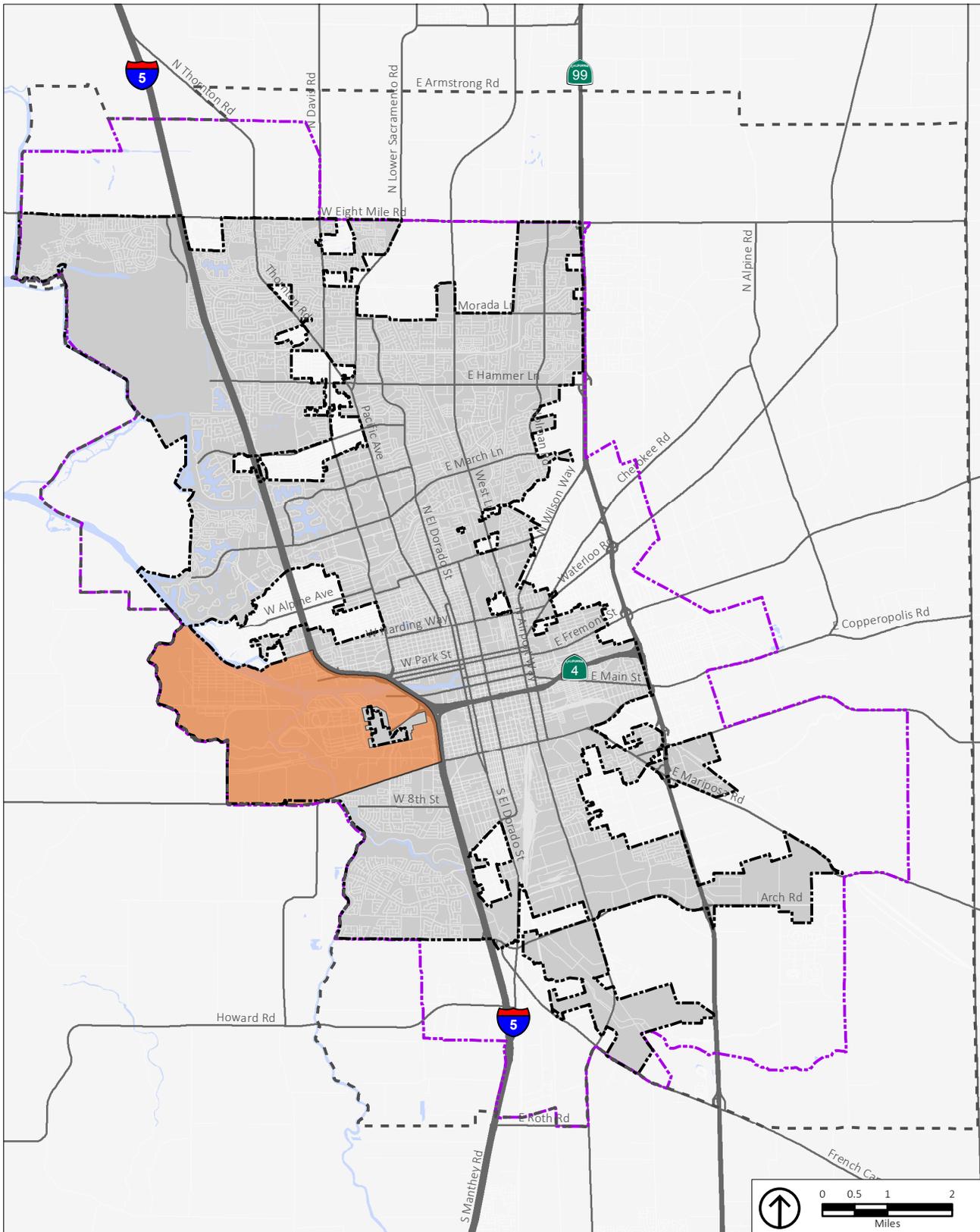
Industrial buildings off Interstate 5



Older residential neighborhood near Louis Park



New apartments built in 2007 south of the Smith Canal



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 7
The Port and Mount Diablo Waterfront

COMMUNITY CHARACTER REPORT

Brookside/Country Club

Brookside/Country Club is comprised of large newer residential communities located east of Interstate 5 and north of the San Joaquin River, including the Lincoln Village West and Brookside Master Planned Communities and the Country Club neighborhood. Commercial centers are located directly off of the freeway along Benjamin Holt Drive, March Lane, and Country Club Boulevard. The remaining neighborhood, west of the city limit, is undeveloped. Brookside/Country Club is characterized by the following elements:

- Newer master planned communities that have little to no interconnectivity and only have access to amenities through one major road.
- Big box shopping centers located off of Interstate 5 that serve each residential community. Shopping centers consist of one large anchor store surrounded by several freestanding stores and/or fast food restaurants with large amounts of surface parking.
- Large office development with streetscape improvements located along March Lane off of Interstate 5.
- Residences in suburban master planned communities situated along curvilinear streets that terminate at cul-de-sacs. Many of these cul-de-sacs are surrounded by the community's private lakes. The majority of these communities are private and gated for security and privacy.
- Homes that back onto arterial roads and are screened by moderately high freestanding walls, given that they face onto smaller internal streets. Arterials are commonly lined with trees and landscaped to soften the appearance of these walls.
- The Country Club neighborhood, which consists of a large open parcel located off of Interstate 5 with multiple public uses, including schools and a church, surrounded by mid-century suburban single-family homes. Houses are well-maintained single-story ranch-style houses with driveways and two-car garages facing the street.
- The Stockton Golf and Country Club, located east of the Country Club neighborhood, interfacing with residential streets and the San Joaquin River.



Office and institutional uses front onto manmade lake



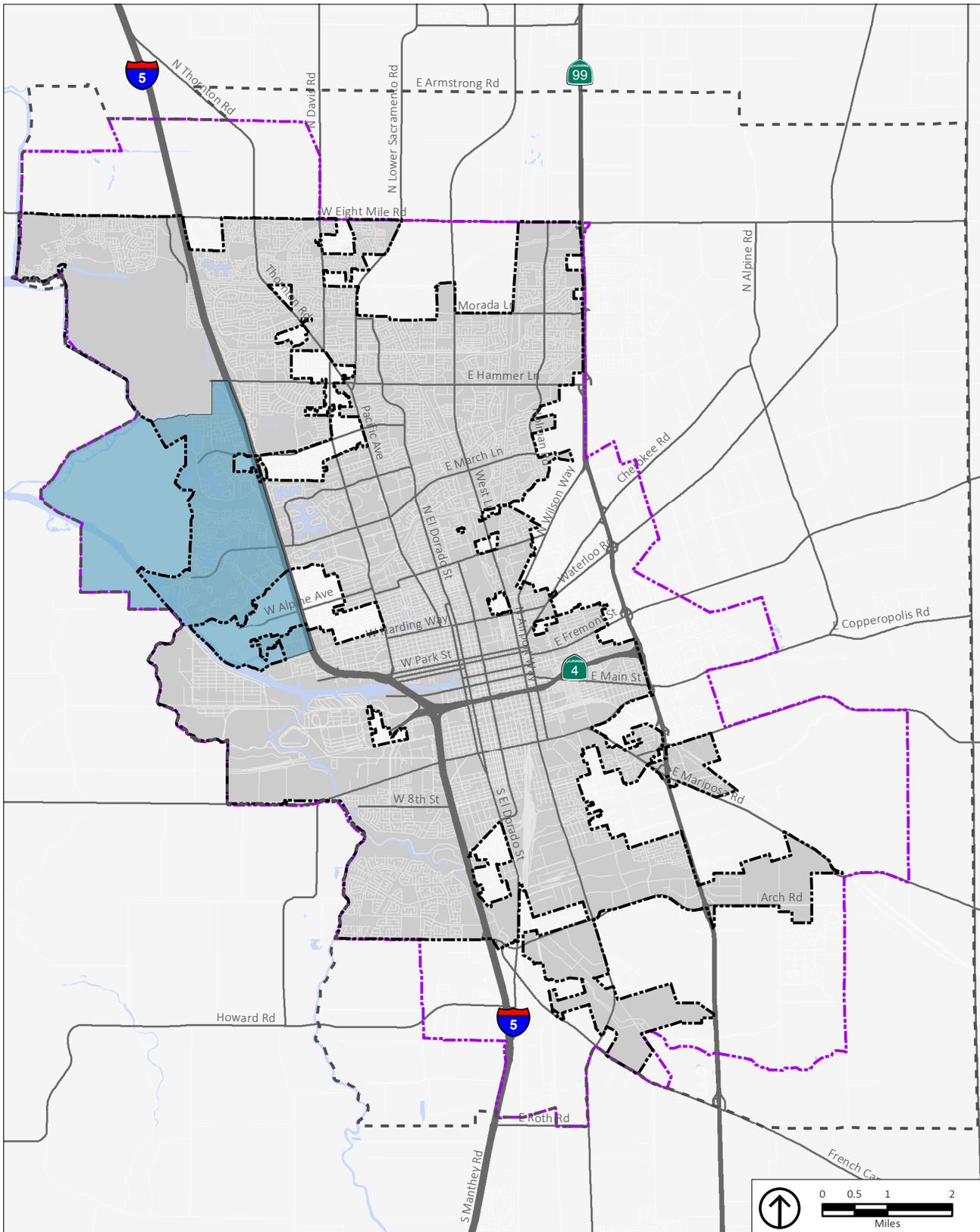
Shopping plaza off Interstate 5



Large single-family homes in gated residential community



Residential homes with access to water amenities at the rear



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 8
Brookside/Country Club

COMMUNITY CHARACTER REPORT

Pacific Avenue/Lincoln Village

Pacific Avenue/Lincoln Village contains multiple commercial corridors surrounded by many distinct residential neighborhoods. Pacific Avenue is the neighborhood's major thoroughfare, lined with multiple shopping center nodes, including Hammer Ranch Center, Lincoln Village, Sherwood Mall Shopping Center, and Weberstown Mall. March Lane serves as a smaller commercial corridor, connecting Interstate 5 to Pacific Avenue. The neighborhood also contains Swenson Park Golf Course and San Joaquin Delta College. Lincoln Village, a large unincorporated island, extends along Benjamin Holt Drive east of Pacific Avenue. The following elements are found within the neighborhood:

- Pacific Avenue, which acts as the primary north-south bisector through the neighborhood and caters to the automobile. Off-street parking lots front onto the street and large retail buildings are situated in the middle of the parcel or set back far from the sidewalk. Smaller retail establishments, such as fast food restaurants, front onto Pacific Avenue for convenient vehicular access.
- Some landscaping along Pacific Avenue, such as lawns, trees, and bushes in the setbacks of commercial development and on traffic medians.
- San Joaquin Delta College, with buildings that are set back far from the street and centered on the parcel. Along Pacific Avenue, the campus provides a respite of dense greenery at its street-level entrance.
- Compact residential development constructed during different time periods, varying in street network pattern and parcelization.
- Vintage single-family and multi-family residential neighborhoods primarily located west of Pacific Avenue and/or south of March Lane. Some are built around private lakes and open spaces. Others are located behind commercial uses along March Lane.
- Lincoln Village, an older mid-century neighborhood with small houses organized around curved rectilinear blocks.
- Swenson Park, a large flat piece of vast open space in the northwest corner of the neighborhood, adjacent to two schools.



Large department store anchor at Weberstown Mall



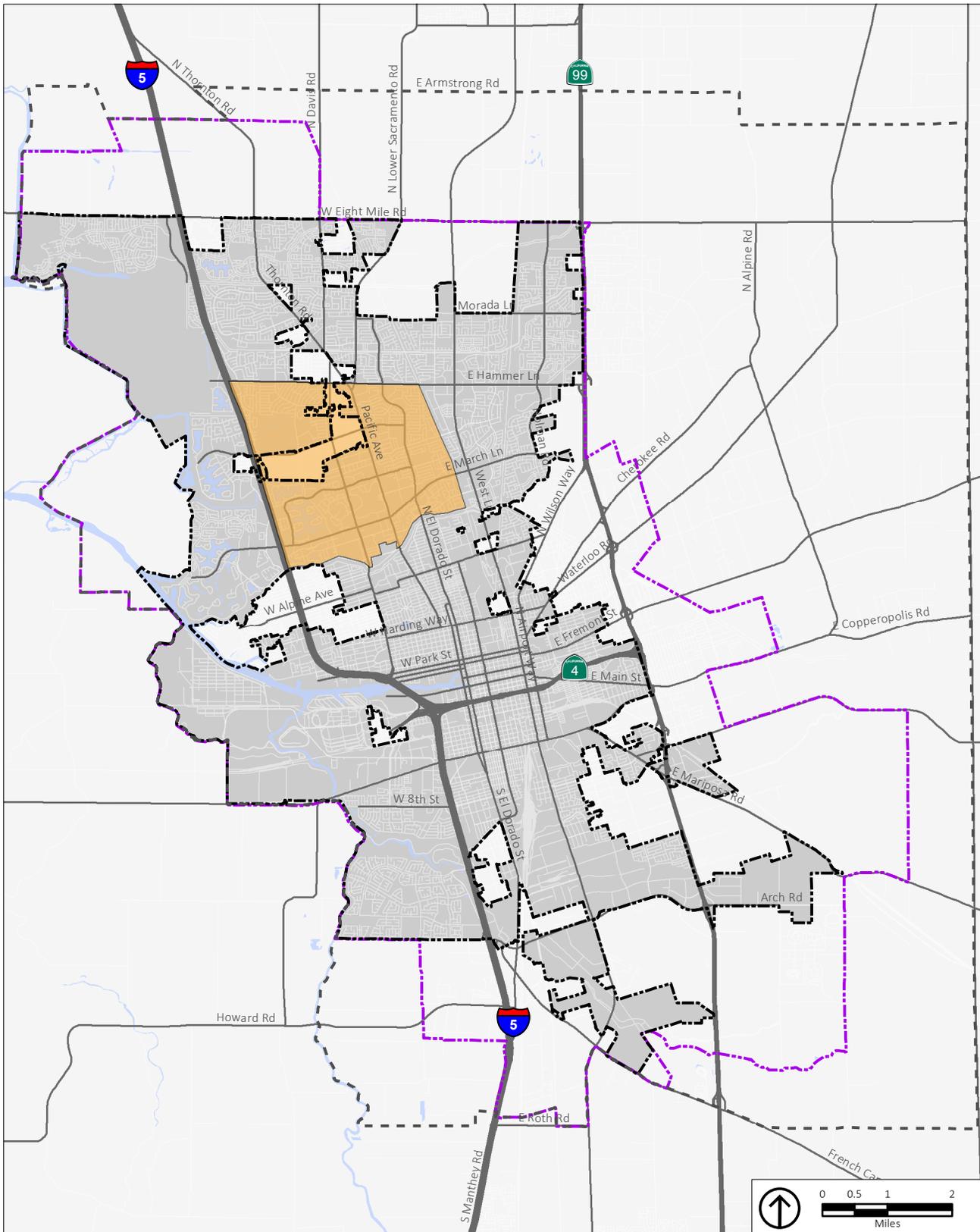
Smaller scale strip mall shopping area at Lincoln Center



San Joaquin Delta College setback from the street with landscaping



Residential homes set back from the street with raised landscape



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 9
Pacific Avenue/Lincoln Village

COMMUNITY CHARACTER REPORT

Morada/Holman

Morada/Holman is comprised primarily of very low density suburban residential neighborhoods. Older residential neighborhoods are located east of Highway 99 whereas newer master planned residential communities are located to the west, outside the city limit. A large commercial center is located in the center of the neighborhood along Hammer Lane. This commercial center includes a major auto mall to the west of Holman Road and big box stores to the east. March Lane provides additional commercial uses at the southern end of the neighborhood. Morada/Holman is characterized by the following elements:

- Holman Road, which acts as the main connecting arterial and connects residential areas to the commercial center and freeway access for Highway 99. The road is wide and lined with walls that separate residential back yards from the street. The street is softened by landscaping at the sidewalk and on the traffic medians.
- Auto-oriented development for the auto mall and shopping center located off Hammer Lane and along Holman Road. Large off-street surface parking lots face the street and parcels have minimal landscaping.
- Auto Center Circle, which provides a linear loop around multiple car dealerships with landscaping around island turnarounds.
- Several newer master planned residential communities located north and south of the commercial node. These communities are isolated, lack street interconnectivity, and are made up of large multi-story single-family homes that are inward-facing onto small residential streets rather than facing a more public street.



Big box shopping center off Hammer Lane



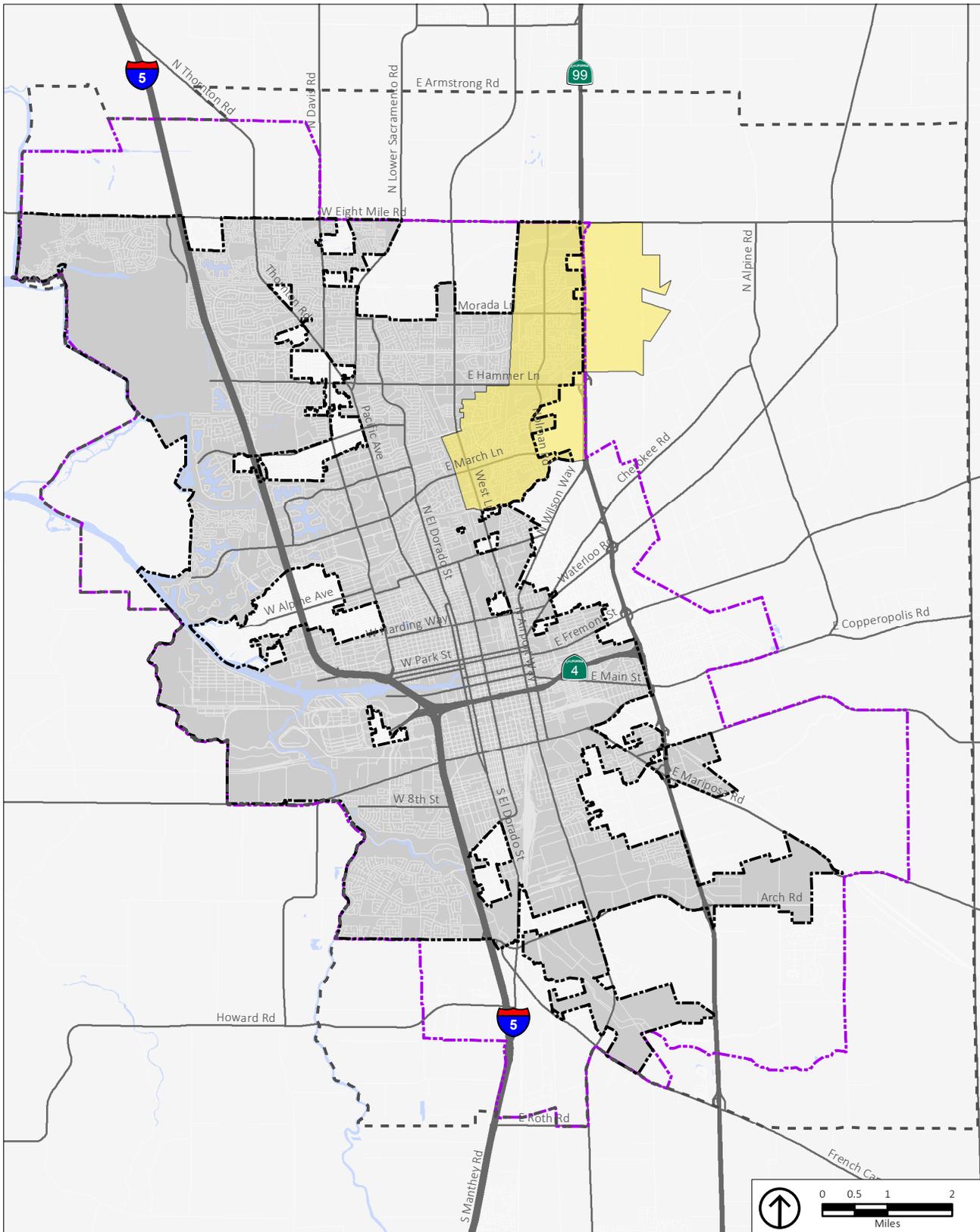
Large auto mall center at the center of the neighborhood



Large single-family homes, part of master plan community



Walls separating roadways from the rear yards of homes



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

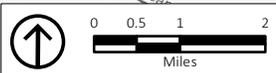


Figure 10
Morada/Holman

COMMUNITY CHARACTER REPORT

Mariposa Lakes

Mariposa Lakes is located southeast of Stockton, bounded by Mariposa Road, Highway 99, Kaiser Road, and Highway 4. It is comprised of mostly undeveloped and unincorporated land, and has been approved to become a future master planned community (see the separate technical memorandum about existing land use for additional details about that project). Existing industrial uses are located within the city limit, near the freeway and along Mariposa Road, which is the main arterial and defines the southern boundary of this neighborhood. Mariposa Lakes is characterized by the following elements:

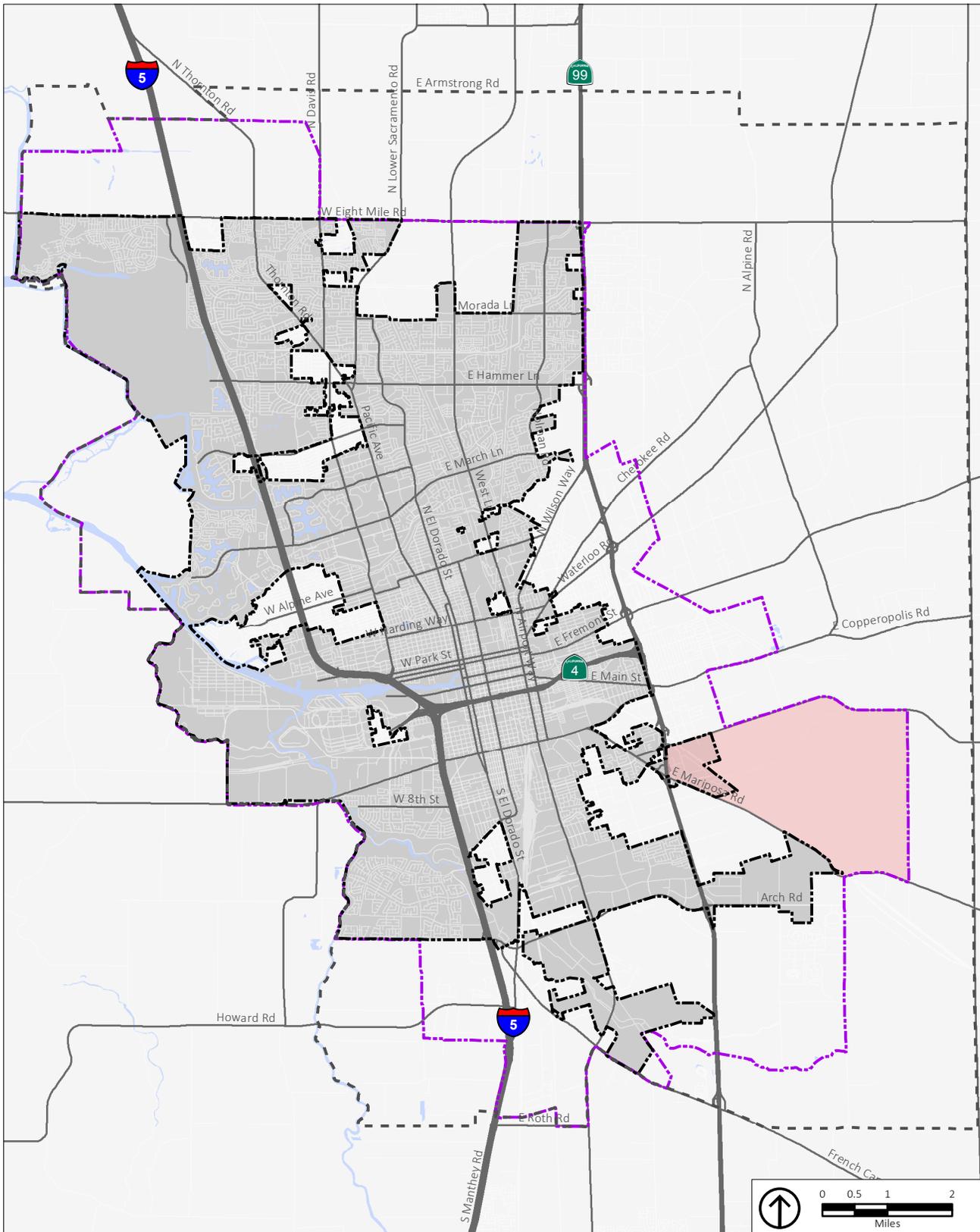
- Low intensity industrial development situated on large parcels along Mariposa Road. Buildings are not uniformly organized.
- Parcels currently interspersed among undeveloped open agricultural land.



Low intensity development geared towards trucks and auto traffic



Industrial uses in largely undeveloped area



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 11
Mariposa Lakes

COMMUNITY CHARACTER REPORT

Industrial Annex

The Industrial Annex is comprised of primarily industrial uses and large facilities, including the Stockton Metropolitan Airport along Airport Way and the California Department of Corrections prison to the east. The majority of this neighborhood is unincorporated. French Camp, a small unincorporated and historic residential neighborhood, is located west of the airport. Other residential areas are very low density and located between Highway 99 and Mariposa Road. The following elements are found within the Industrial Annex:

- Compact industrial development located on large parcels, primarily clustered around Arch Airport Road and Airport Way.
- Stockton Metropolitan Airport, located at the center of the neighborhood. The main airport building is contemporary style with floor to ceiling glazing. Parcels immediately adjacent to the airport are undeveloped open agricultural fields to adhere to airport safety regulations that include height restrictions, use limitations, and regulations that limit light and glare.
- French Camp, a very small rural residential neighborhood located along French Camp Road in the southwestern portion of the Industrial Annex. Streets lack sidewalks and some residential front yards are not well-maintained. Some buildings along French Camp Road have maintained their historic architectural styles.



Large industrial buildings softened with some landscaping



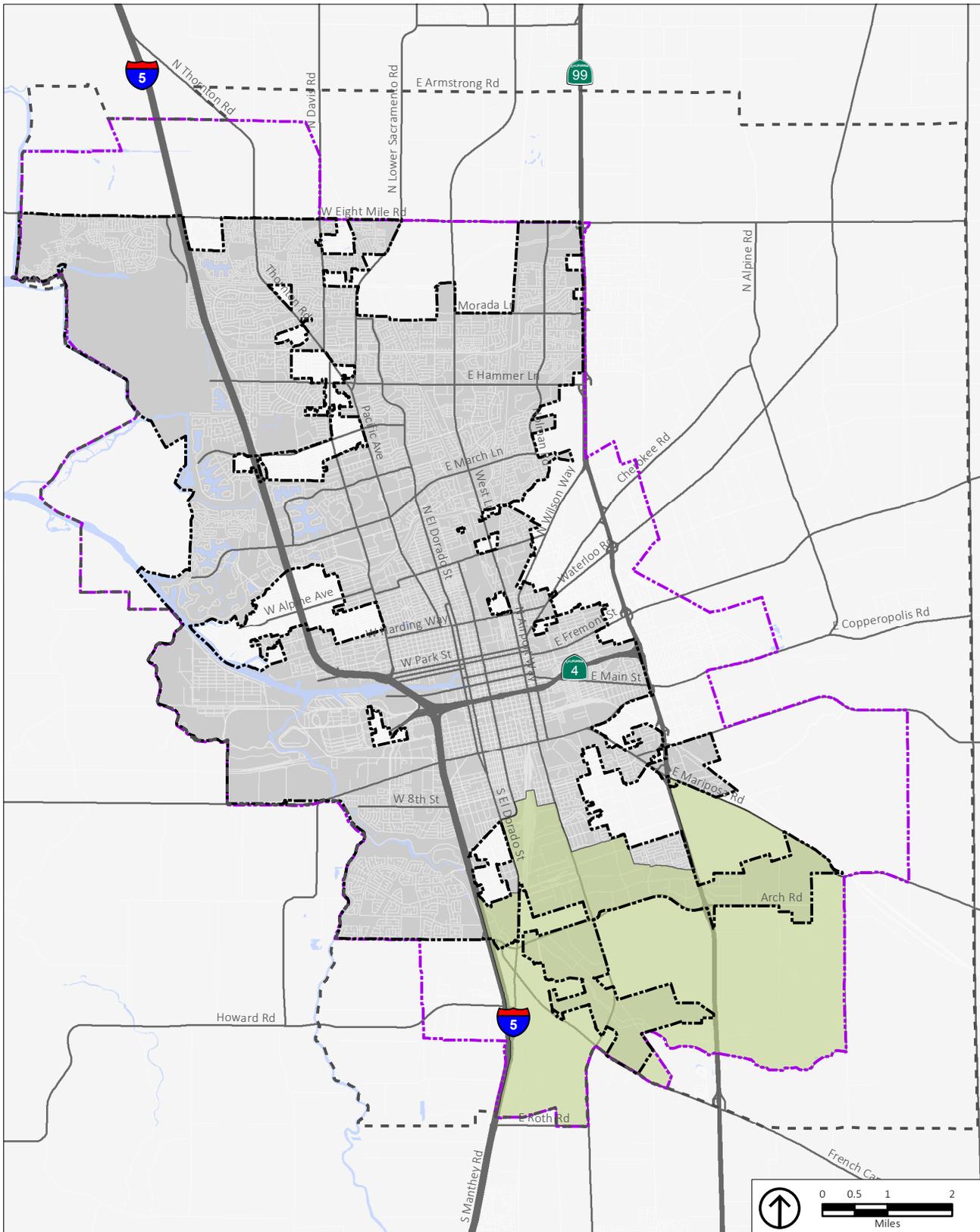
Stockton Metropolitan Airport with contemporary style



Remnant of historic uses at French Camp



French Camp community with historic and rural character



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 12
Industrial Annex

COMMUNITY CHARACTER REPORT

Weston/Van Buskirk

Weston/Van Buskirk is bounded by Highway 4, Interstate 5, and the San Joaquin River. This neighborhood is primarily made up of two large newer residential communities: Van Buskirk, which is north of the French Camp and Walker Sloughs and includes the Van Buskirk Park Golf Course, and Weston Ranch, which is south of the sloughs. The unincorporated southern portion of this neighborhood includes large public facilities and older dispersed residential development. The following elements contribute to Weston/Van Buskirk's character:

- Small cul-de-sac pockets branching off Eighth Street in the Van Buskirk residential community. Eighth Street provides direct access to Interstate 5. Street entrances are accented by low wall architectural gateways and small landscaped medians.
- The Van Buskirk Park Golf Course and San Joaquin River, which act as an edge and barrier between the Van Buskirk and Weston Ranch neighborhoods.
- Many cul-de-sac pockets branching off several curvilinear main streets in the Weston Ranch community, similar to Van Buskirk. The Weston Ranch community is newer than Van Buskirk, but similar in architectural styles and home and lot sizes. A linear trail cuts through the neighborhood, connecting major streets to schools and views of the San Joaquin River.
- A moderate-sized strip mall that provides the only retail service for Weston Ranch. It is located along Carolyn Weston Boulevard, the one primary access roadway for Weston Ranch.



Van Buskirk residential community with small gateway features



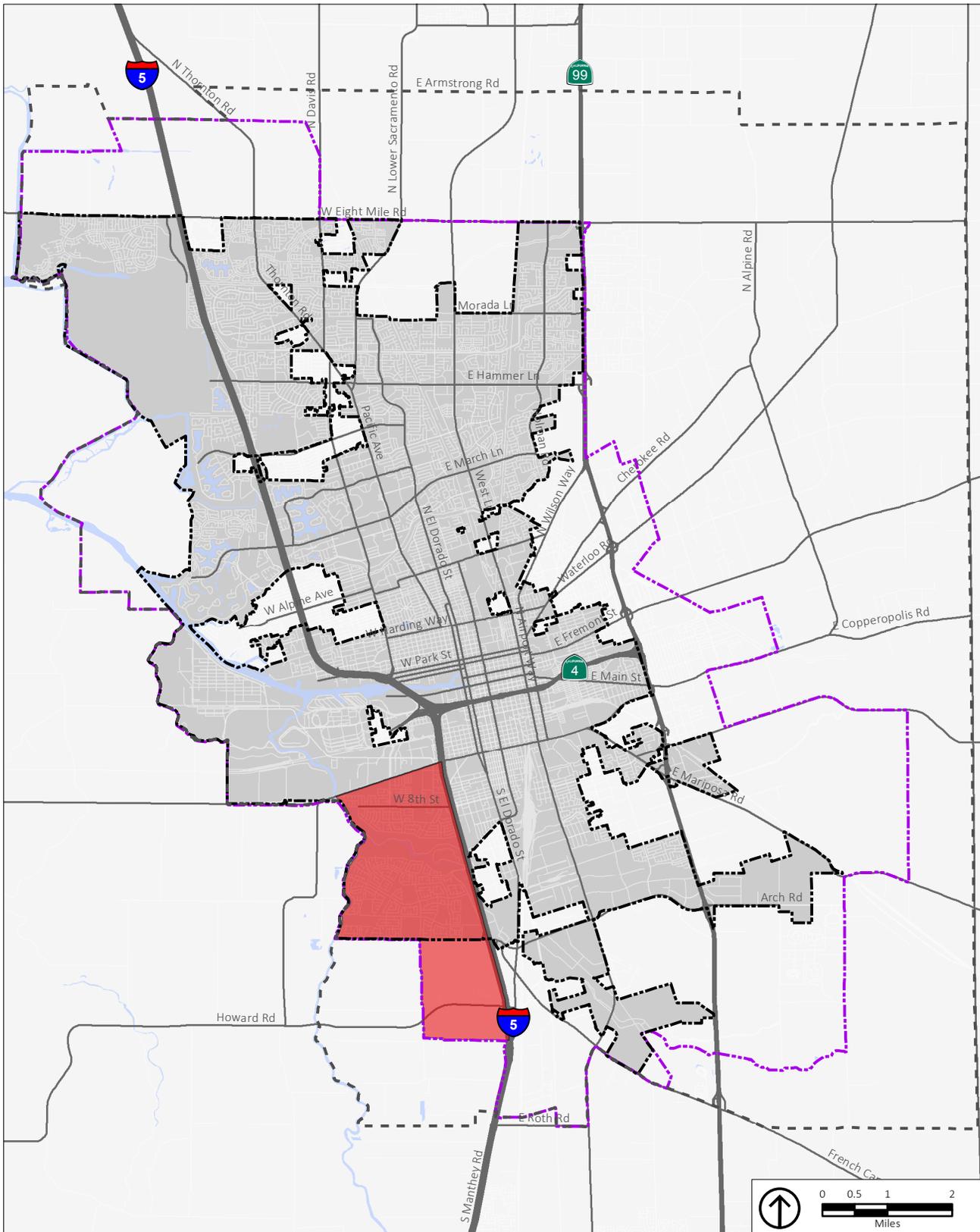
Van Buskirk Park at the southern edge of its residential community



Newer homes within Weston Ranch community



Moderate-sized strip mall that serves Weston Ranch community



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 13
Weston/Van Buskirk

COMMUNITY CHARACTER REPORT

Trinity/Northwest Stockton

Trinity/Northwest Stockton is mostly comprised of undeveloped land that has been approved to become four low density residential master planned communities (see the separate technical memorandum about existing land use for additional details about those projects). There are two existing newer communities within this neighborhood. One neighborhood is very small, located directly east of Interstate 5, but only accessible by Mariners Drive. The other neighborhood is located south of Eight Mile Road near Park Place West, a major shopping center. The area north of Eight Mile Road is unincorporated. Trinity/Northwest Stockton is characterized by the following elements:

- The Park West Place shopping center, situated along Interstate 5. Its orientation toward the freeway allows for high visibility to also serve the greater regional population. Park West Place contains several large anchor retailers. Some of the buildings have architectural features such as domed pavilions.
- Newer master planned community of single-family homes connected to Park West Place by only two roads, creating an isolated inward-facing community. The community mimics the romantic-style neighborhood layout with curvilinear streets and houses organized around several pocket parks.
- Similar to other master planned communities, walls along main streets to separate them from the backs of homes. However, these streets are more heavily landscaped than some other communities and feature winding sidewalks.
- Apartment housing community located close to the shopping center and buffered from the single-family housing by Michael Faklis Park.



Park West Place retail with several domed pavilion buildings



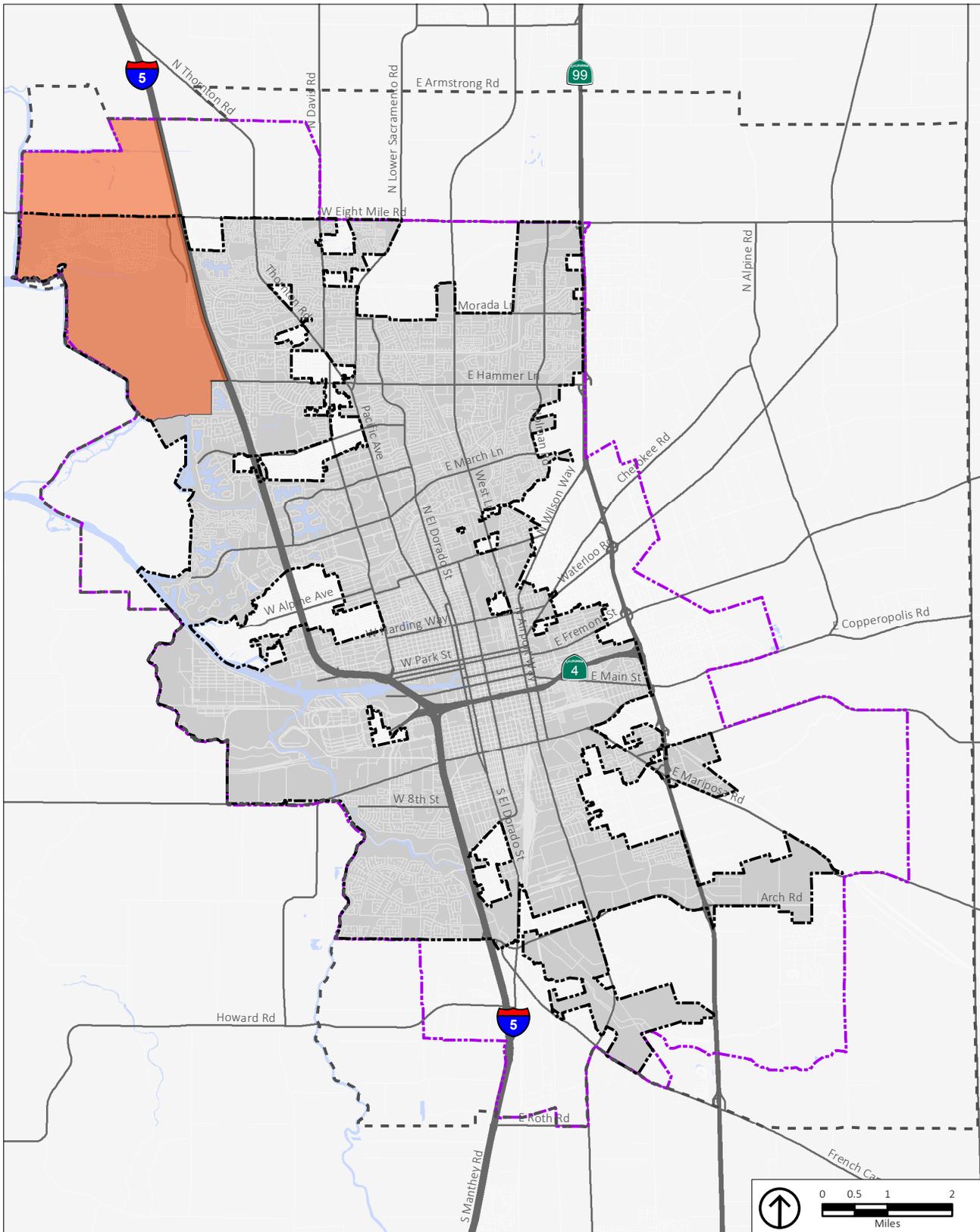
Prominent office building off Interstate 5



Large single-family homes within a master planned community



Apartment housing community with landscaping at the street



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 14
Trinity/Northwest Stockton

COMMUNITY CHARACTER REPORT

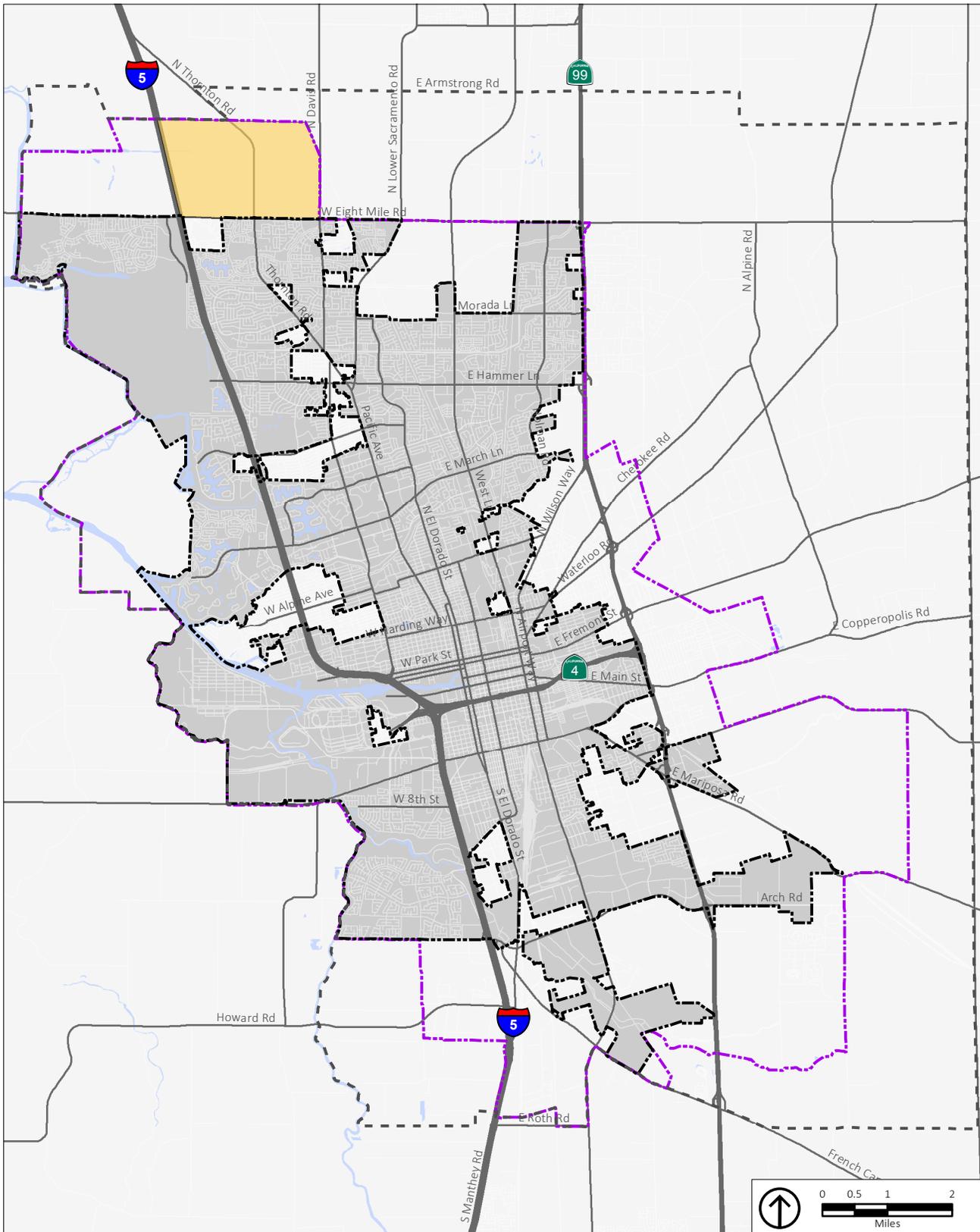
North Stockton Annex

The North Stockton Annex is almost completely undeveloped and bounded by Interstate 5, Eight Mile Road, Davis Road, and a tributary running east-west. This entire neighborhood is unincorporated. Notable elements of the North Stockton Annex include the following:

- Flat open agricultural land with through access from Thornton Road and Davis Road.
- Eight Mile Road, a County-designated scenic roadway for its views of cropland and orchards. This neighborhood also has views of the massive Oak Grove Regional Park on the other side of Eight Mile Road, which is identified as a significant scenic resource in the County's General Plan.



Flat open agricultural land located across from Oak Grove Regional Park



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 15
North Stockton Annex

COMMUNITY CHARACTER REPORT

Eight Mile/Bear Creek

Eight Mile/Bear Creek is bounded by Interstate 5, Eight Mile Road, the UPRR tracks, Morada Lane, and White Slough/Bear Creek. The land east of Lower Sacramento Road is undeveloped and unincorporated. The developed areas of this neighborhood consist of several low density residential master planned communities that are mostly located between two large open space anchors: Oak Grove Regional Park and Elkhorn Golf Club. Eight Mile/Bear Creek is characterized by the following elements:

- Limited street interconnectivity in many residential areas, typical to other master planned communities. Residential areas are made up of clusters of cul-de-sacs branching off of several main roads, including Thornton Road, Davis Road, and Whistle Way. Homes are large and have been recently constructed.
- Bear Creek, which acts as an edge between several residential communities and provides trail access from intersecting streets.
- Residential areas located within Elkhorn Golf Club that primarily consist of single-story mid-century homes facing onto the three streets within the club.
- Oak Grove Regional Park, a large piece of flat open space south of Eight Mile Road featuring multiple trails, a lake, and an abundance of trees and green fields. This park is unincorporated and designated by the County as a significant scenic resource due to its oak groves.



Large single-family homes along a loop street



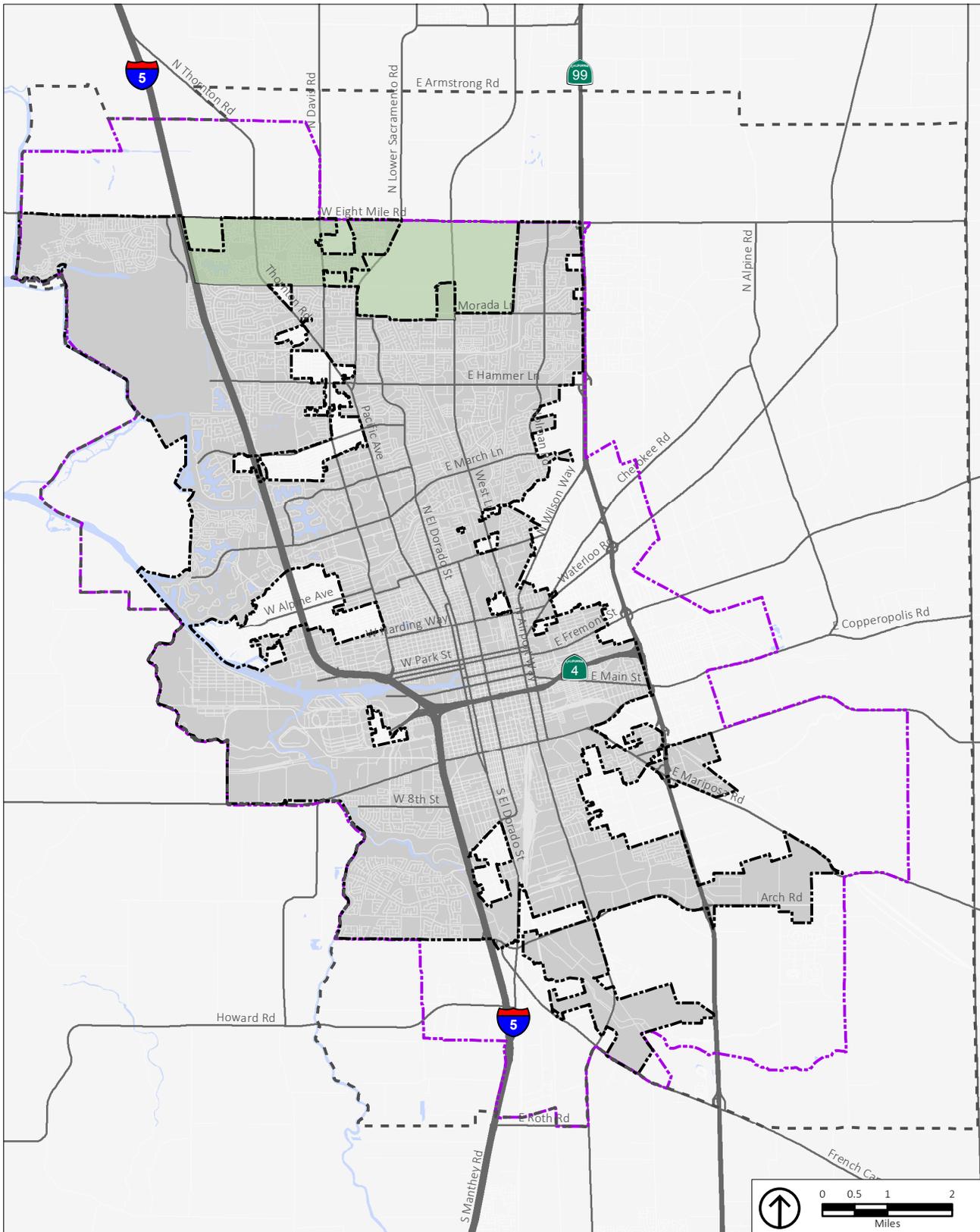
Elkhorn Golf Club surrounded by open recreational land and homes



Older residences within the Elkhorn Golf Club area



Architectural feature at artificial waterfront for newer residences



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 16
Eight Mile/ Bear Creek

COMMUNITY CHARACTER REPORT

Upper Hammer Lane/Thornton Road

Upper Hammer Lane/Thornton Road is bounded by Interstate 5, White Slough, Morada Lane, the UPRR tracks, and Hammer Lane. It is comprised of mostly residential neighborhoods, ranging in housing types. Commercial uses are focused and dispersed along Thornton Road and Hammer Lane. A large industrial and retail center is located along Hammer Lane on either side of West Lane. There are pockets of unincorporated land along Thornton Road, where City infrastructure and services, such as sidewalks, are lacking. Upper Hammer Lane/Thornton Road is characterized by the following elements:

- Established neighborhoods with compact development, mainly containing vintage and mid-century single-family homes.
- White Slough and Thornton Road, which act as edges to different neighborhoods.
- Mid-sized auto-oriented strip mall and big box shopping centers along Hammer Lane. Surface parking lots face onto the street. Hammer Lane has some landscaping, including landscaped medians and landscaping that buffers residential housing from the roadway.
- New hospital building located along Hammer Lane that features contemporary-style buildings and landscaping facing the street with surface parking located behind the buildings.
- Very large big box shopping center and strip mall located at the eastern end of the Hammer Lane commercial corridor. The shopping center is made up of several large anchor stores and is bordered by Hammer Lane and Pacific Avenue.



Combination of older single-story and multi-story homes



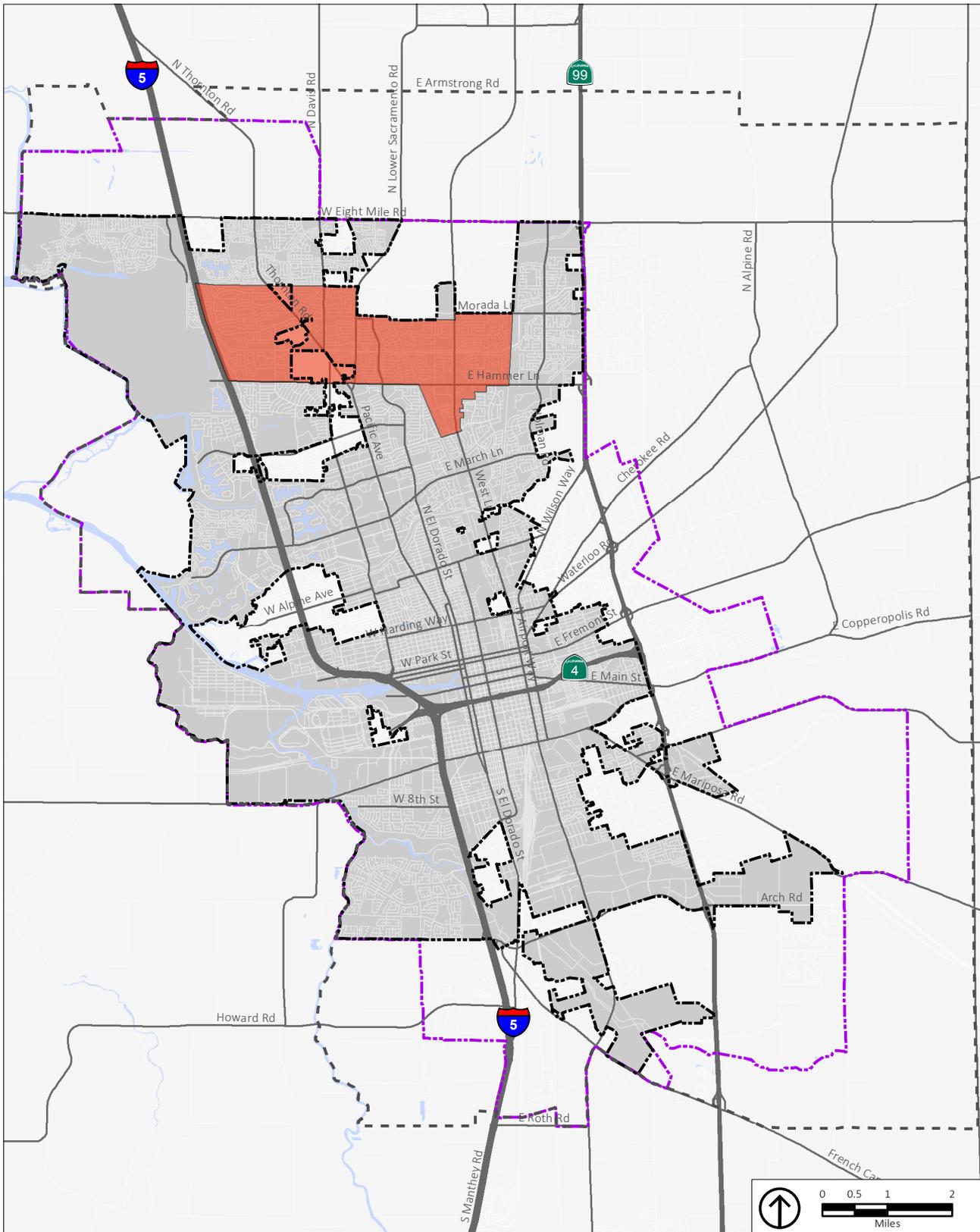
Residential neighborhood with mid-century homes



Newer strip mall along Hammer Lane with architectural detailing



Older strip mall along Hammer Lane with more uniform façade



Source: City of Stockton, 2014.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence

Figure 17
Upper Hammer Lane/ Thornton Road

COMMUNITY CHARACTER REPORT