

Stockton Development Code Overhaul and Design Standards

Design Issues and Priorities Workshop Summary

On September 22, 2022, the City of Stockton Planning Department hosted a Design Issues and Priorities community workshop at the Stribley Community Center 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 30 minutes into the workshop. Participants were invited to visit a series of stations asking about design preferences for various development types and visions for a number of focus areas.

Development Types	Focus Areas
Residential	Miracle Mile
Commercial	Downtown
Employment and Industrial	Channel Area
	Little Manila/Gleason Park
	South Airport Corridor

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

The workshop was broadly noticed through the following means:

- Social Media advertising through
- Email contact lists with over XXX email addresses 
- Flyers distributed at the Webberstown Mall Farmer's Market
- Notices posted at City facilities

All notices and flyers were provided in English and Spanish. Social media workshop announcements also included Hindi, Tagalog, and Chinese.

Nine people signed in at the event. Two others participated but did not sign-in. Participants were asked to provide comments, voice concerns, and ask questions on the material presented. A summary of the comments received is presented below. The workshop boards, including original comments from the workshop, follow the summary.

Residential Development

Examples of low density, medium density, and high density residential development were presented. Participants were asked to identify which of the examples were appropriate in Stockton and provide reasons why or why not.

Low Density Residential

Participants generally liked examples that exhibited small scale and unique character. Other positive notes included generous open space, multigenerational housing, starter homes, housing that attracts higher income residents, bungalow style, and multiple units that fit in older residential areas. Participants generally did not like examples with limited open space or separation between units, dominating garages, "McMansions", or visible utility wires.

Medium Density Residential

Participants generally liked examples with ample articulation, balconies, and individual, but not dominating, garages. Elements participants did like were outdated design or designs that looked more high density or blocky.

High Density Residential

Participants like the mixed-use features of the examples shown, as well as balconies and vibrant colors. A more traditional design was seen as appropriate in Downtown and the Airport Corridor, while the more contemporary design example was seen as more appropriate in a business type area.

STATION 2: RESIDENTIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF LOW-DENSITY RESIDENTIAL DEVELOPMENT
Which are appropriate in Stockton's low-density residential neighborhoods? Why or why not?
Place notes, or place a GREEN sticker below if you like the example, a RED sticker if you don't like it.

LOW DENSITY RESIDENTIAL

<ul style="list-style-type: none"> Green: Open space in front yard (parking area) Green: Compact structure, doesn't dominate the space Green: Good landscaping 	<ul style="list-style-type: none"> Red: No two-level porch, looks like a porch Green: Good design, attractive structure Green: Not too big, fits in neighborhood Green: Preserve housing alternatives and diversity 	<ul style="list-style-type: none"> Red: Not too big, fits in neighborhood Green: Low neighborhood scale
<ul style="list-style-type: none"> Red: No open multiple front porches for good Red: PERFORMS LIKE GARAGE Red: Needs more space for cars than people Red: Not enough open space for outdoor living activities, too much space for cars 	<ul style="list-style-type: none"> Green: Well built, looks like a good house Green: Definitely need parking to attract higher income residents Green: Good front yard, good landscaping, good landscaping, good landscaping 	<ul style="list-style-type: none"> Red: No more McMansions, please
<ul style="list-style-type: none"> Red: Not like it, boring Blue: Design? I like my own character! Red: Not like it, boring, looks like a generic house 	<ul style="list-style-type: none"> Green: I like the balcony Green: Good design, looks like a good house Green: Good design, looks like a good house 	<ul style="list-style-type: none"> Red: Not like it, boring, looks like a generic house Green: Multiple stories, looks like a good house Green: Multiple stories, looks like a good house

STATION 2: RESIDENTIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF MEDIUM- AND HIGH-DENSITY RESIDENTIAL DEVELOPMENT.
Which are appropriate in Stockton's medium- and high-density residential neighborhoods? Why or why not?
Place notes, or place a GREEN sticker below if you like the example, a RED sticker if you don't like it.

MEDIUM DENSITY RESIDENTIAL

<ul style="list-style-type: none"> Red: Not too big, fits in neighborhood 	<ul style="list-style-type: none"> Green: Nice little balcony, looks like a porch Green: Good design for residential area 	<ul style="list-style-type: none"> Green: Nice little balcony, looks like a porch Green: Good design for residential area Red: Not like it, boring, looks like a generic house
<ul style="list-style-type: none"> Red: Not appealing, ugly-looking block 	<ul style="list-style-type: none"> Green: Nice little balcony, looks like a porch Green: Good design for residential area 	<ul style="list-style-type: none"> Green: Nice little balcony, looks like a porch Green: Good design for residential area

HIGH DENSITY RESIDENTIAL

<ul style="list-style-type: none"> Red: Not too big, fits in neighborhood Red: Not like it, boring, looks like a generic house 	<ul style="list-style-type: none"> Green: Nice little balcony, looks like a porch Green: Good design for residential area 	<ul style="list-style-type: none"> Green: Nice little balcony, looks like a porch Green: Good design for residential area

Commercial Development

Examples of neighborhood commercial, commercial corridor, and commercial center development were presented. Participants were asked to identify which of the examples were appropriate in Stockton and provide reasons why or why not.

Neighborhood Commercial

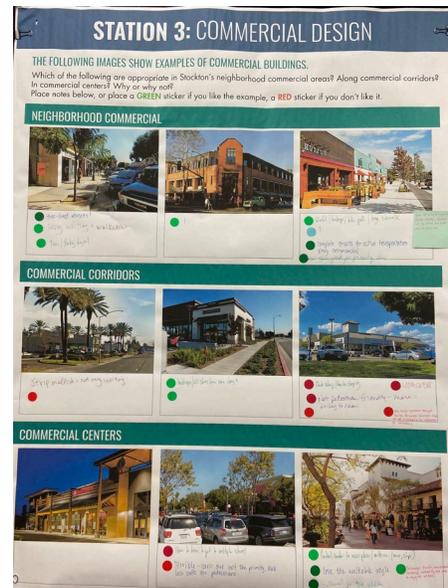
Participants like all of the examples presented, citing reasons such as tree lined streets, diagonal parking, walkable area, colorful facades, large sidewalks, seating areas, bike paths, and active transportation features.

Commercial Corridors

Participants liked the example of commercial corridor development that was located near the street, citing landscaping and design as desirable features. Participants did not like examples that had parking in front, looked like strip malls, were not pedestrian friendly, and contained uses such as check cashing.

Commercial Centers

Participants liked the example that provided a central, walkable corridor, where visitors could patronize multiple businesses and did not like the example where individual businesses are separated by parking.



Employment Areas and Industrial Design

Examples of service commercial, light industrial, office/R&D, and heavy industrial development were presented. Participants were asked to identify which of the examples were appropriate in Stockton and provide reasons why or why not.

Service and Light Industrial

Flexible, clean, discrete design were reasons given for examples participants liked. For the example participants did not like, reasons cited included that it looked cheap and cookie-cutter.

Office

Participants cited clean and modern design and welcoming feeling as reasons for liking certain examples. Participants did not like the example that was hidden by landscaping and did not have a discernable entrance.

Logistics and Heavy Industrial

Participants liked examples that had some articulation and landscaping and disliked the example without articulation, a discernable entrance, or landscaping.



Focus Areas

Participants were asked to describe their vision for the area and identify which elements that currently exist support that vision, and which distract from it. Participants were also asked if recent development supported the vision.

Miracle Mile

Participants see this area as a place where small businesses thrive in a walkable, medium density, mixed-use area that is bicycle and pedestrian friendly with outdoor eating areas. Elements that detract from this vision include speeding, lack of lighting, vacant buildings, franchise development, drive-thrus, and lack of parklets and a biking lane.

Downtown

Participants envision the Downtown as a mixed-use area with high-density housing, employment, and other complementary uses and complete streets that create a walkable, bikeable, and transit-friendly environment. Participants value the older buildings in Downtown and support the adaptive reuse of them, particularly repurposing old vacant hotels into apartments. Vacant buildings and homelessness were cited as issues in the Downtown.

Channel Area

This area is seen as a vibrant, mixed use area with high density residential, green space, water activities, bike paths linking Louis Park and the Boat Ramp Park, and family friendly entertainment, shopping, and other activities for young professionals. The arena, hotels, the port and marina, baseball park, restaurants, waterfront warehouses, and retail space were identified as supporting these visions. Freeway traffic, dilapidated and vacant buildings, homelessness, and lack of lighting were elements recognized as detracting from the vision. One participant recognized the need for funding to clean up brownfields. Another suggested rebuilding all buildings built before 2000.

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.



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: 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 urban-serving buildings oriented towards McLeed 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.



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.



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?

Little Manila/Gleason Park

The vision for this area includes keeping the look and feel of the community with more mixed use and affordable and market rate housing. Homeless encampments and garbage were cited as detracting from the vision. Streetscape improvements, including lighting, landscaping, maintenance, and other neighborhood beautification efforts were cited as elements that were needed.

South Airport Corridor

Elements of participants vision for this area include a public transit served area with a wide variety of uses, including industrial, large and small scale retail, medical services, senior and other housing, and community amenities, especially those for youth. There is currently limited development to support this vision.

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.







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.

*Keep look and feel of this community with more mixed use & affordable/market rate housing
(get rid of encampments!!!!)*

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

Public school, recycling hours apartment

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

*garbage
landmarks on the hill the existing (historic)
new structures improvements - lack of historic assistance, neighborhood benefits to
address transportation and maintenance issues
Public transportation*

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.







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?

*Historical to respect! But need public transit for workers. More activities can help more things related to service
& long-term community
More mixed use, especially on multi-modal transportation
Historical for the historic front, regular mixed-use, pedestrian
friendly, open market (long-term)*

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

*Big train & downtown LRT
great area*

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

*get rid of vacant lots & garbage & drug markets
More greenery open lot of empty lots need public transportation to make better
use of the area*

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

limited development today, sometimes?

Workshop Boards and Comments

The workshop boards, including original comments from the workshop, are included on the following pages.

STATION 2: RESIDENTIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF LOW-DENSITY RESIDENTIAL DEVELOPMENT

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

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

LOW DENSITY RESIDENTIAL



- Space, yard, no 2nd floor (single-unit housing)
- Compact starter homes - would be great w/ADUs in backyard
- Great opportunity for first-time homebuyers. Offer Curb Appeal + shade.



- Too many different types of housing (multi-unit vs. ...)
- Own older housing stock & gift - we need to help encourage fix up houses with character
- Preserve housing w/character & old charm

These homes are great for generational families. Great space and unique character. We need better preservation policies and programs to help up-keep older homes. Needs better regulation between the city & HOA units.



- Multiple floors / no space
- Love bungalow-style



- No space / multiple floors / no ability for growth
- FEATURES THE GARAGE
- Yuck, more space for cars than people
- Not enough yard space for children to play + no privacy. The fence is over taking the house. No unique design.



- Yard / first floor only / space / room to grow
- Definitely need housing to draw higher income residents
- Good front & 1/4 back yard space. Homes built in Stockton now developments do not have enough open space for families



- No more McMansions, Please



- Cookie cutter housing
- Disagree ↑ I like very much - character!
- Lack of space between homes, lack of privacy, lack of green space



- 2 units per building
- Great design for a duplex. Its inviting and has the patio space. Had more housing options similar to this design to attract younger families for homeownership. Also, a great option for the elderly
- ↓ green



- Needs some love (lots of electric cables)
- Puppies in older residential areas - way more fit
- Electric cables w/ number of trees need to be updated. No outdoor living space.

STATION 2: RESIDENTIAL DESIGN

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

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

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

MEDIUM DENSITY RESIDENTIAL



● Seems more high density



● Parking hidden / more safety
Interaction w/ neighbors

● This works for residential area

●



● This works for older residential areas

● Would like to see more apartments or condominiums designed like this in the area.

● old style



● Like the design and balcony to have some outdoor space
Balcony space could be larger. Not good parking space



● Not appealing; just by block



● Parking secure / less windows for heat (↓ costs for electric)

● Love this—design & density

● Great design and appreciate the garage for parking. The balcony is a good space to enjoy outside living. This would be great w/o rooftop space to enjoy as well.

HIGH DENSITY RESIDENTIAL



● Too many windows / hot

● Not enough balcony space to enjoy the outside. May be attractive to young professionals or Tech people.

● Need smaller (eg 4-6 unit) apts that a kid friendly!



● Mixed use, nice!

● Same ^!

● Would be nice style for Airport Corridor

● Would love to see this on our Downtown Ave. Its inviting to walk and ride a bike. I also appreciate the balcony space.



● Colorful, steps underneath

● okay if in business type area, not for residential area

STATION 3: COMMERCIAL DESIGN

THE FOLLOWING IMAGES SHOW EXAMPLES OF COMMERCIAL BUILDINGS.

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

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

NEIGHBORHOOD COMMERCIAL



- tree-lined streets!
- very inviting & walkable
- trees / parking diagonal



- !



- Great! / landscape / bike path / large sidewalk
- !
- complete streets for active transportation along commercial
- new store front for pre-existing store

Great opportunity to enjoy the outdoor walkable, bikeable like the plaza and garden beds of sitting area.

COMMERCIAL CORRIDORS



Strip mallish - not very inviting

-



● landscape / all stores have same design

-

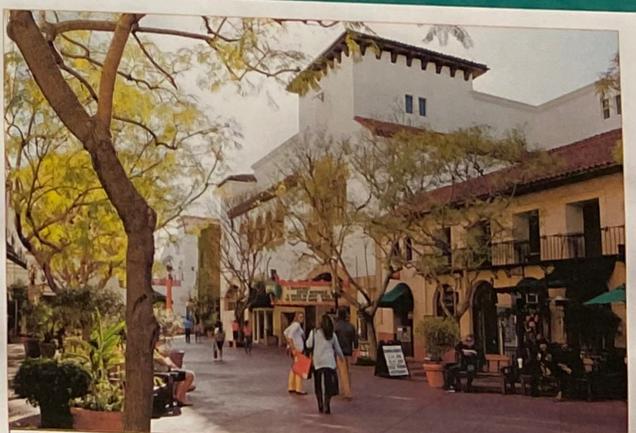


- Check cashing / hardware sleeping
- Not pedestrian friendly - more parking to rear
- LOOKS CHEAP
- More energy businesses designed like this. Encourage businesses that are not as engaged in the betterment of community.

COMMERCIAL CENTERS



- Have to drive to get to multiple stores
- Terrible - cars are not the priority, feels less safe for pedestrians



- Central corridor to access places / multi-use (park, shops)
- love the walkable style
- cultural for \$80 stika
- Encourage friendly environment - encourages walkability and areas to enjoy the outdoors.

STATION 4: EMPLOYMENT AREAS AND INDUSTRIAL DESIGN

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

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

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

Five w/ all - just want to see it done!

SERVICE AND LIGHT INDUSTRIAL



Not suitable for a more mixed other business surrounding it

Looks like BB

Cookie Coffer



okay if parking in rear



Room for growth / multi purpose

flexible, clean design, discrete

OFFICE



Cookie cutter / boring | is this an office?



Collaborative - welcoming

looks clean & modern



not the worst, looks nice w/ parking in rear

would be nice to have more office commercial in South Stockton.

LOGISTICS AND HEAVY INDUSTRIAL



Good Design for Industrial w/ the facade.



Welcoming / landscaping



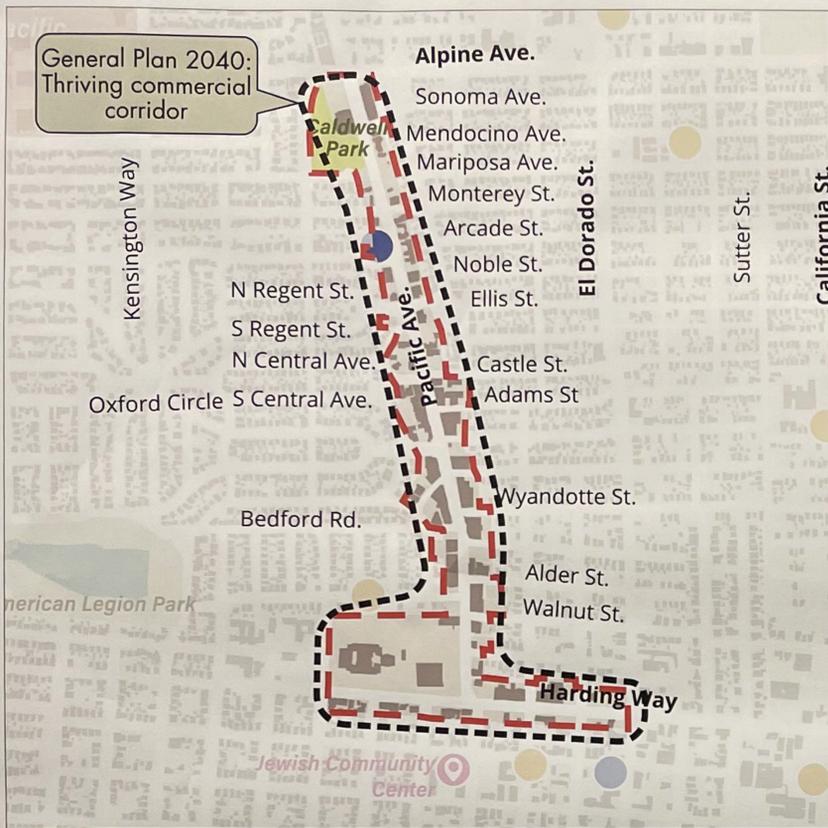
Stale

Ugly

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.

Bike friendly / pedestrian friendly infrastructure -
Eating outside instead outdoors
Remove dilapidated buildings (Empire theatre section)

Great Neighborhood where small businesses have the opportunity to thrive. Enjoy the outside space while enjoying restaurants. Would like to see a beautification improvement w/ roundabouts and trees along the center of the street. Would also like to see the street widen to encourage more walking & biking. Parklets would also be a huge improvement.

Place where small businesses can thrive

♥ walkable, med density, mixed use district for residents & visitors to enjoy (bikable) (housing, retail on Pacific) (small business, quality retail)

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

pedestrian crossing lights

Some restaurants have outdoor seating

buildings have character, residential neighborhoods adjacent

walkable, no huge parking lagoons, local landlords parking situation works. There is enough even if you need to walk - it's the same dist as if you walked across a park lot. Also, get to walk past other businesses

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

Needs better lighting
Vacant buildings
Pedestrian crossings need safety lights
Wider road to include parklets & biking lane

humps - speeding issue
location is a disaster (drive thru)

Allowing new retail to move in that is not appropriate (used appliances w/ old machines on walk way) it's not

Not keeping great architectural feel

traffic is bad to improve development without making traffic worse
take down trees replace w/ parking lot

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

No - major corporations moved in the area

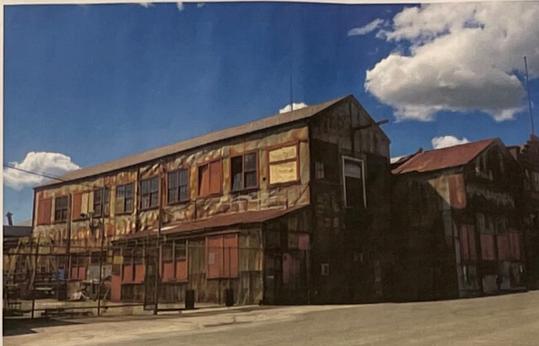
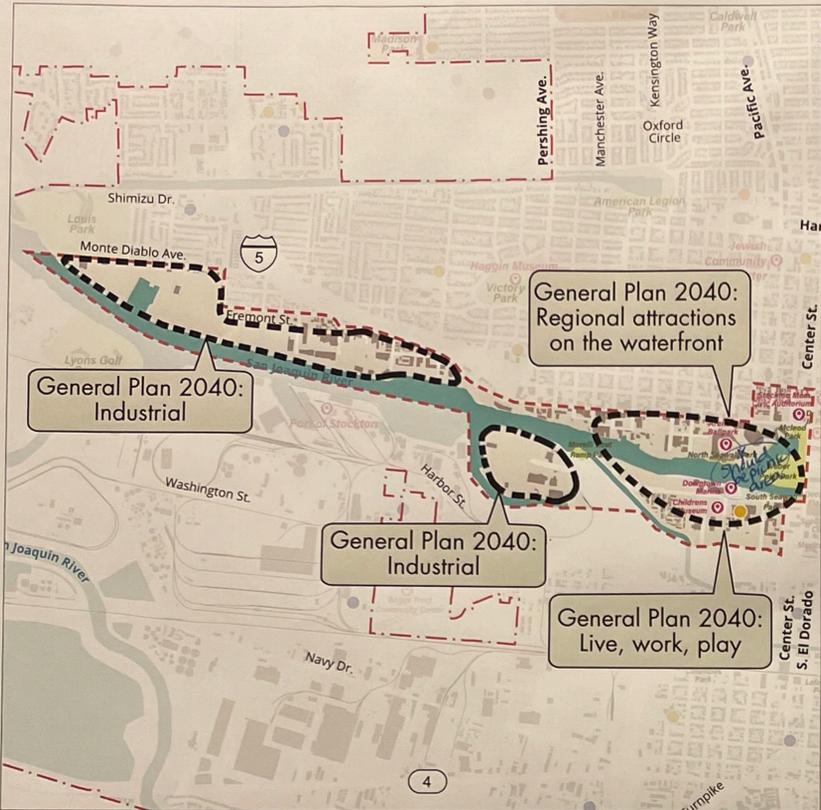
Recent development has included franchises of drive thru which takes away from the opportunities for it to be more walkable & bikable

Fast food/coffee places not placed so doesn't detract from a picnic
*no more drive thru!!

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?

Mixed use w/ townhouses (high density residential but w/ lots of green space view corridors)
Link bike path to Louis Park from Boat ramp park

tear it down and rebuild all buildings along water built before 2000
A vibrant, entertaining environment that is family friendly. A place to enjoy the ballpark and water activities.

* Family-friendly, entertainment, shopping, activities for young professionals

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

* arena, hotel, ports baseball
" " " " waterfront warehouse

Arena, restaurants, retail space, Marina

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

Tired delapidated buildings *
Homeless individuals - no longer go to Stockton DMV because of harassment
* freeway traffic

Vacant + dilapidated buildings. No encouragement to patronize the restaurants there. There's no interaction between businesses and area. When you get to your destination you are not encouraged to go patronize anything but bars. Poor lighting. No night life.

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

No, needs funding for Brownfields clean up! Let's get it done :)

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.



chain link fences
Single family and multiplex residences



Newly built affordable housing project with duplexes.



A commercial building in the neighborhood



Edén Gleason Park more safe parks, activities for youth/families

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.

Keep "look and feel" of this community with more mixed use & affordable/market rate housing
Get rid of encampments!!!!!!

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

SPAMOS school, Visionary Homes apartments

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

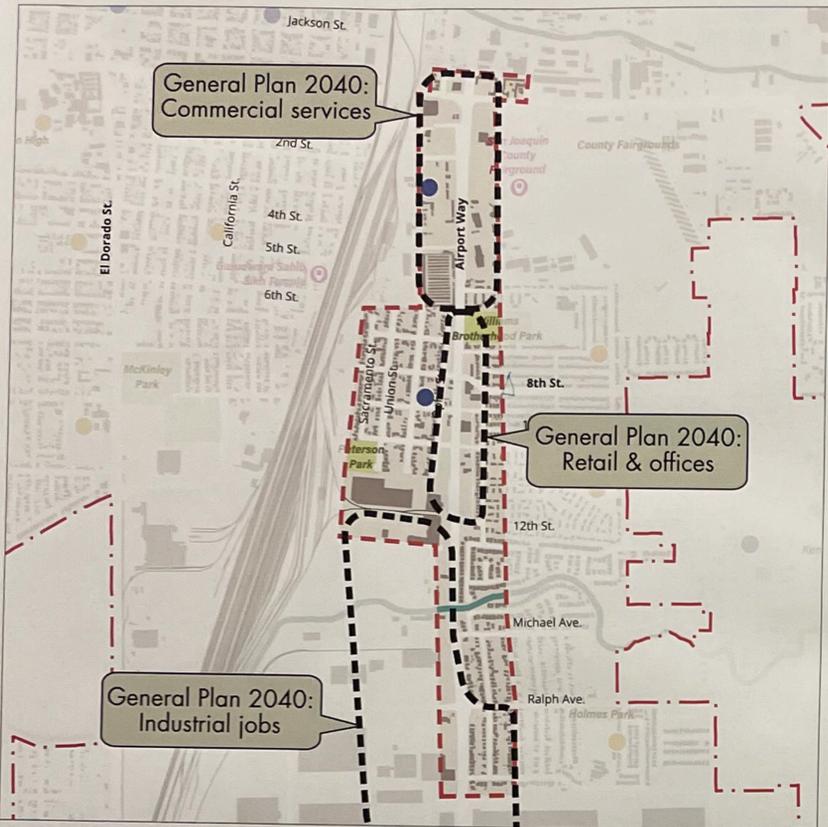
garbage
also smoke, airport, channel area
coordinate on-site & off-site advertising (all areas)
need streetscape improvements - lighting, landscaping, maintenance, neighborhood beautification
address homelessness and transient issue
Blight is a welcome sign to homelessness, transients, crime

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 development 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?

Industrial is great! But need public transit for workers; opportunities for lots more small retail to serve
 * Large residential community - need wal mart, etc as a anchor for shopping - Starbucks
 * more amenities for community, esp. youth! cultural preservation & protect long time residents from negative impacts of gentrification - collocate job opportunities (living wage)

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

We have a credit union! + + +
 Transit access

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

get rid of vacant lots & garbage; drug markets
 * better grocery options, lack of quality retail, major health issues due to truck traffic/rail need to be mitigated

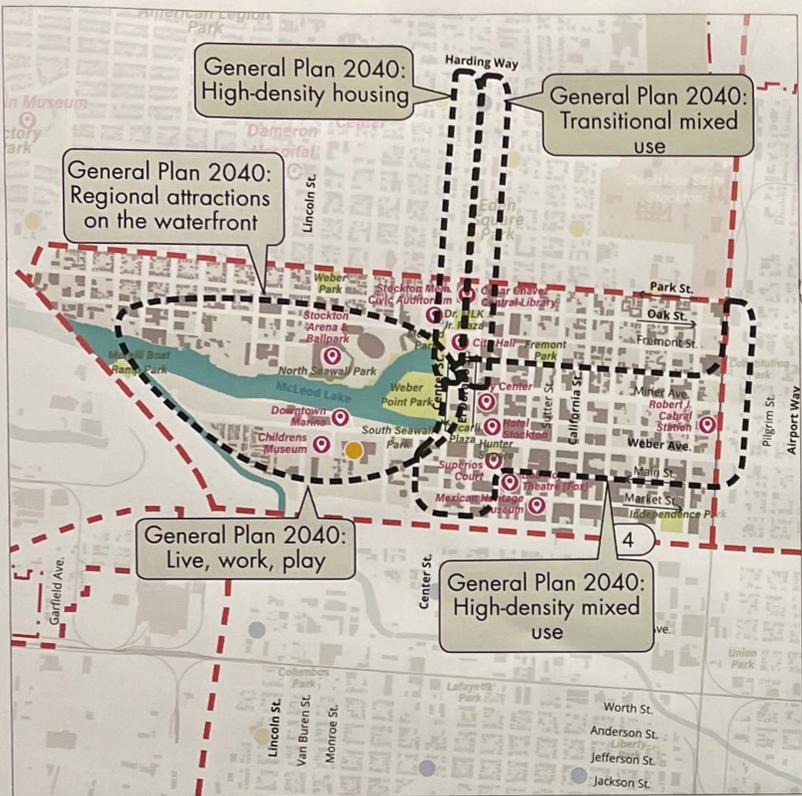
Has recent development supported that vision? Why or why not?

* limited development, funding constraints

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?

Re-purpose buildings into residential/employment areas
 Skip signs/traffic circles instead of lights
 *more mixed use buildings - high density housing w/complimentary retail/service businesses
 *complete streets, less car traffic & more bike/walk/shuttles (ideally no)

What elements currently exist downtown that support that vision?

Recent apartments ("CAVO?")
 Recent traffic circles near Weber/Miner
 great old architecture
 Beautiful buildings w/so much potential, DSAR
 have a handful of old recent hotels - could be used for housing apartments
 historic structures
 any should require & encourage this
 old buildings - if nothing else, keep from further deterioration
 There's plenty of parking DT, it's just the perception. It's OK to park & walk but the "walking areas" need to be made more ped friendly, nice, safer

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

vacant buildings
 none
 everything is complaint based
 have separate code enforcement group that is proactive w/consequences
 absentee property owners who use their properties as tax write off, never invest in buildings - BOO! sad!
 housing in the area is in very poor shape/crime & violence

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

W. Swaney Homes & Medicinal building revamp
 what is taking place @ Courthouse Plaza, we need more local investment to support this