



STOCKTON GENERAL PLAN

June 2026

Acknowledgments

Many thanks to the Steering Committee, consisting of Steve Oblad, Heather Phillips, Antoinette Romano, Mitchell Solomon, Shyla Solomon, and Penny Thomas; Mayor Joe Johnston; Former Mayor Nando Melli; the Town Council, consisting of Emily Castagno, Shyla Solomon, Tom Speakman, and Ronald Staley; the Planning Commission, consisting of Clark Hyde, Edward Martinez, Steve Oblad, and Mitchel Solomon; and the Town Staff, consisting of Diana Degelback (Town Clerk), Tara Williams (Treasurer), Rod Wheeler (Watermaster/Sewermaster) and David Wright (Public Works).

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Chapter 1: Introduction

A General Plan is the long-range guiding document that outlines the Town's vision for its future and establishes the goals, policies, and strategies needed to achieve that vision. It provides a framework for many aspects of local government. For Stockton, the General Plan serves as a roadmap to preserve the town's rural character, enhance quality of life, and guide responsible growth in a way that reflects the values and priorities of its residents. It is both a practical tool for daily decision-making and a long-term commitment to thoughtful, coordinated community development.

THIS GENERAL PLAN:

- **Provides a roadmap** for the future of Stockton and its residents
- Identifies the **main issues and opportunities** the town should consider as it grows carefully and thoughtfully
- Gives Town leaders a **foundation for making decisions** and helps guide the work of staff and volunteers
- **Offers direction** for important topics such as land use, transportation, housing, recreation, historic preservation, public safety, and utilities
- Sets a **shared vision** for the community along with the priorities, goals, and strategies needed to reach that vision

BACKGROUND

This General Plan builds upon previous planning efforts, incorporating key principles from the 2004 General Plan and 2022 Annexation Policy Plan.

WHY STOCKTON HAS A GENERAL PLAN

Utah law (Utah Code 10-9a-401) requires every town to prepare and adopt a long-range general plan that addresses:

the present and future needs of the municipality, and

growth and development of all or any part of the land within the municipality.

The purpose of a general plan is to promote the health, safety, and welfare of residents by guiding orderly and responsible growth. State law also gives each municipality the flexibility to decide how detailed and comprehensive its plan should be (UCA 10-9a-403(2)).

The General Plan is intended to be a living document. It should be reviewed regularly, updated about every five years, and amended as needed so it continues to reflect the community's vision and direction for the future.

USING THE GENERAL PLAN

The effectiveness of Stockton's General Plan depends on how it is used. Utah law encourages towns to make decisions that are consistent with their plan. While Stockton has not experienced the same rapid growth as some nearby communities, there are several undeveloped areas within town limits, especially on the outskirts of town. The principles in this plan provide guidance for how those areas should be considered for rezoning or future development. Careful, responsible planning will help Stockton grow in ways that fit the community's character and remain financially sustainable.

Suggestions to make the plan an impactful part of the community:



Cite General Plan Goals in reports and meetings.



Review Goals and Strategies.

This General Plan is intended to provide overall direction while leaving flexibility for the Town Council, staff, and administration to decide how best to achieve its goals. Many of the goals outlined here can be reached in different ways. It will be up to Stockton's leaders and staff to determine which goals to pursue and what actions are most practical and effective for the community.



Set Completion Dates, including benchmarks, to move toward completing General Plan goals.



Adapt and Amend. Growth is a natural part of any community. Changes in the economy, demographics, or the establishment of a new employer or large housing development can influence Stockton's growth path and future vision. This General Plan is meant to adapt as conditions change, helping the community remain prepared and responsive while still working toward its long-term goals.



Land Use Element

This element shall:

- Designate “the **long-term goals** and the proposed **extent**, general **distribution**, and **location** of land for housing for residents of various income levels, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate.”
- Include “a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the plan.”
- As a note, because Stockton is a town, the State-mandated Water Use Element is not required.



Moderate-Income Housing Element

This element shall:

- Provide “a realistic opportunity to meet the need for **additional moderate-income housing** within the municipality during the next five years.”



Transportation and Traffic Circulation Element

This element shall:

- Provide “the general location and extent of existing and proposed **freeways, arterial and collector streets, public transit, active transportation facilities**, and other modes of transportation that the planning commission considers appropriate.”
- Address “the municipality’s plan for residential and commercial development in areas that will maintain and improve the connections between housing, transportation, employment, education, recreation, and commerce.”
- Correlate “with the population projections, the employment projections, and the proposed land use element of the general plan.”

Selected Optional Elements

Recreation & Trails

Public Facilities & Services

Water Use & Preservation

Economic Development

Natural Resources & Hazards

CREATION OF THE GENERAL PLAN

This General Plan was created with input from Stockton residents, the Planning Commission, Town Council, and Town staff. The Town made a General Plan Committee, which included members of Planning Commission, Town Council, and the community at large. Sunrise Engineering's Community Development Team consulted with this Committee to gather community feedback and prepare the Plan. Utah State Code requires public participation in the planning process through proper notice and open meetings. To involve residents, the Town provided a public survey. The public survey was announced through the newsletter, social media (Facebook), and flyers on individual doors. The survey received strong participation, representing a significant portion of Stockton households.

The following is the process undertaken by Sunrise Engineering to update the Stockton General Plan:



Community Preferences Survey

A public survey was open to residents from May to July 2025.

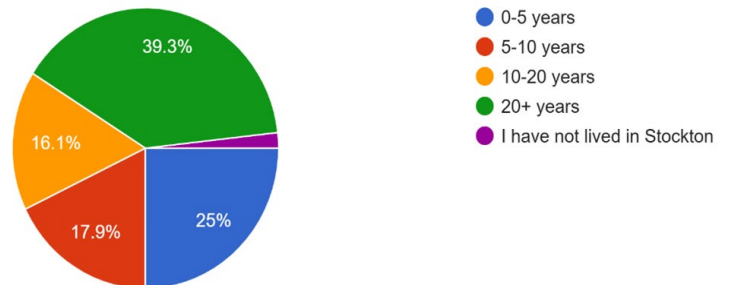
- 59 Responses
- Survey QR Code and URL posted on:
 - Town of Stockton social media (Facebook)
 - Monthly newsletter
 - Flyers delivered to household doors
- All respondents either live in Stockton (98%) or work in Stockton (2%)
- Responses were limited to one per person
- Respondents represented a broad range of residents.



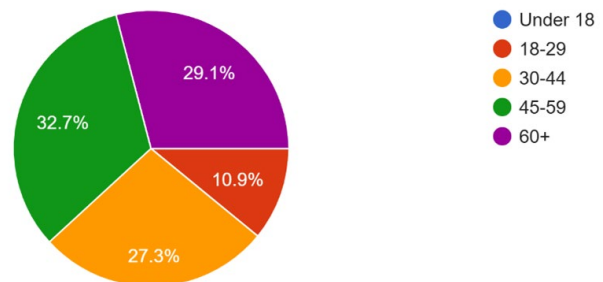
Data Collection

- Collection of Census, American Community Survey, and UGRG data
- Land use inventory (an assessment of zoning and land use patterns)
- Traffic circulation and patterns
- Natural hazard data analysis

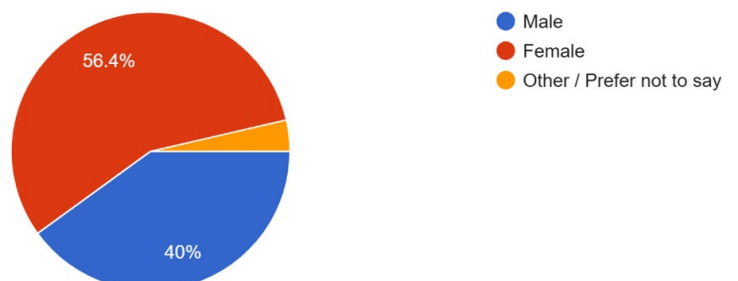
How Long Residents Have Lived in Stockton



Residents' Age



Residents' Gender





Public Open House

- The Town hosted a public open house to share the survey results and gather feedback from residents. At the event, participants were invited to share their preferences on different growth management concepts and alternative approaches for Stockton's future.



Town Review

- Sunrise's Community Development Team worked with Town staff, the General Plan Steering Committee, Planning Commission, Town Council, and the Mayor to review current issues and discuss community goals and vision.
- From August to November 2025, Sunrise updated the General Plan to reflect the vision, priorities, and goals shared by Stockton residents. Survey results and visioning activities helped shape the themes used in creating the plan's goals and overall vision.
- Sunrise then drafted the updated General Plan based on these goals and the community's vision for the future.



Review

- This General Plan draft was shared with staff, the Steering Committee, Planning Commission, and the Town Council for review and input. Residents were also encouraged to participate in the process.
- Sunrise presented the updated General Plan to the Stockton Planning Commission and Town Council at a public hearing for final comment and adoption.





Chapter 2: Community Context

Tucked against the foothills of the Oquirrh Mountains, Stockton is a small town with pioneering and mining roots and strong community pride. Home to around 500 residents, Stockton blends rural charm with easy access to larger employment centers 7 miles north in Tooele and 35 miles northeast in Salt Lake City. Most of the community consists of single-family homes. Though many residents commute to nearby cities for work, Stockton remains close-knit—neighbors know one another and local events continue to anchor community life.



Long before the Town of Stockton was established, the Tooele Valley was home to the Goshute people, whose traditional territory extended across western Utah and eastern Nevada. The Goshutes lived in small family groups, relying on hunting and gathering the valley's natural resources for survival. The Ute people also traveled through parts of the region for hunting and trade. Conflicts arose in the 1860s when settlers and miners displaced the Goshutes from portions of their ancestral homelands. Today, the history and legacy of the Goshute and Ute peoples remain an important part of the broader story of Stockton and Tooele Valley.

Stockton was founded in 1863, and the first mining claim was established in 1865. The discovery of silver in the nearby Oquirrh Mountains led to a bonanza. The town quickly became a center for mining and smelting, including Utah's first smelter, which locally processed silver and lead ores. Miners also extracted zinc, copper, and small amounts of gold. Mining shaped the town's early economy and identity. Mining opportunities led to rapid growth in the town's early years, with some estimates suggesting a population peak of several thousand residents. Since the initial boom, Stockton's

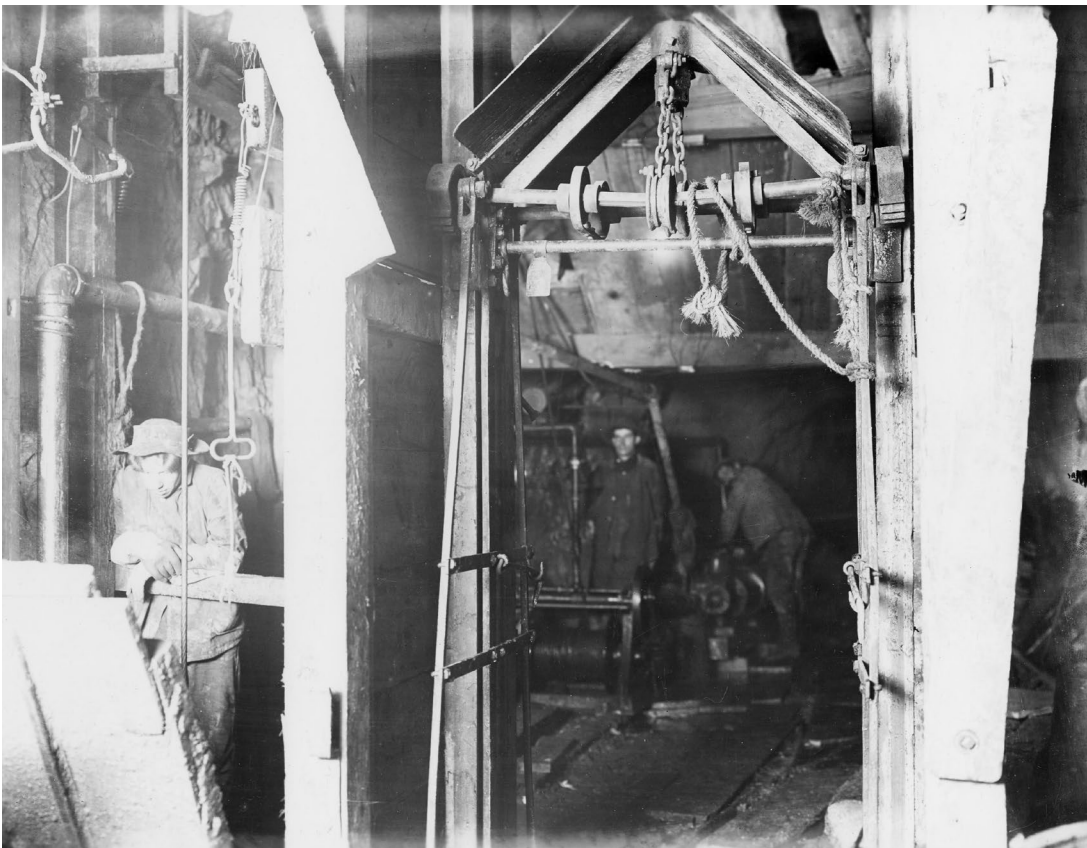
population has steadied to a few hundred permanent residents, maintaining a relatively consistent base since its incorporation in 1901. While large-scale mining has declined, Stockton's mining heritage remains a defining part of the town's character and history.

The surrounding landscape played a central role in Stockton's development. The Oquirrh Mountains rise steeply from the western edge of the Tooele Valley and contain the mineral-rich veins that attracted early miners. These mountains are primarily composed of sedimentary rocks overlying Precambrian formations, with volcanic and igneous intrusions. The valley itself is part of the Great Basin. Waterways such as Ash Creek cut through the valley, creating riparian habitats that support local vegetation and wildlife.

Stockton's semi-arid climate features hot summers, cold winters, and low annual precipitation. Vegetation is dominated by desert and sagebrush species, and wildlife includes mule deer, coyotes, rabbits, birds, and reptiles adapted to the desert environment. The rugged mountains, scenic valleys, and mineral-rich geology not only shaped the town's early growth and economy but continue to define Stockton's character and offer recreational opportunities for residents and visitors alike.



Turn of the century mining operation around Stockton, courtesy of Utah State Historical Society.¹



New Stockton Mining Company at work in the smelters, taken April 17, 1907, courtesy of Utah State Historical Society.²

DEMOGRAPHIC SNAPSHOT

As of the 2020 Decennial Census, the population was 621. Under Utah State Code 10-2-301, as of 2025, Stockton is classified as a town.

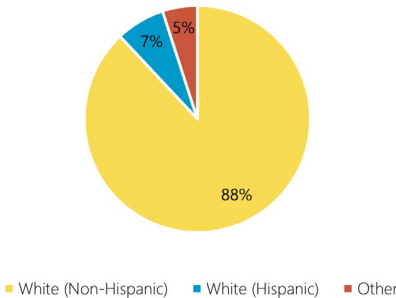
Utah Municipal Class System

Class	Population
Town	Under 1,000
5th Class	1,000-9,999
4th Class	10,000-29,999
3rd Class	30,000-64,999
2nd Class	65,000-100,000
1st Class	Over 100,000

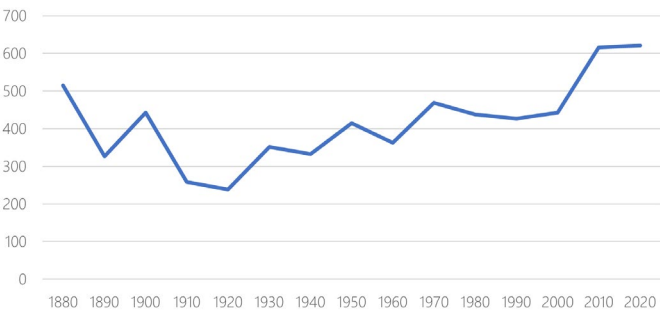
Stockton Population History³

Year	Population	Percent Growth
1880	515	
1890	326	-36.7%
1900	443	35.9%
1910	258	-41.8%
1920	238	-7.8%
1930	351	47.5%
1940	332	-5.4%
1950	414	24.7%
1960	362	-12.6%
1970	469	29.6%
1980	437	-6.8%
1990	426	-2.5%
2000	443	4%
2010	616	39.1%
2020	621	0.8%

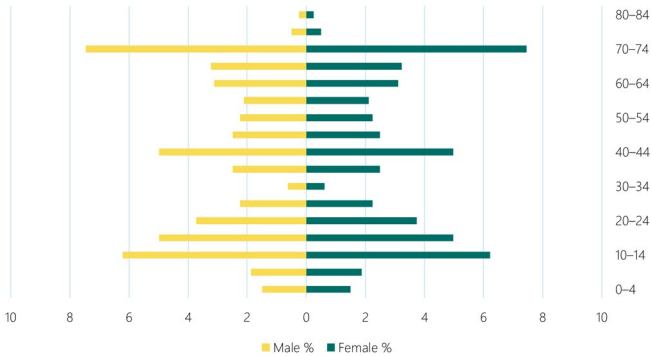
Race & Ethnicity⁴



Stockton Population



Stockton 2020 Population Pyramid



DEMOGRAPHIC STATISTICS⁴

Median Age

Stockton	41.1
State of Utah	32.3



65+ Population

Stockton	20.8%
State of Utah	12.2%



Median Household Income

Stockton	\$92,857
State of Utah	\$93,421



Poverty

Stockton	4.5%
State of Utah	9%

Educational Attainment:
Bachelor's Degree or Higher

Stockton	9%
State of Utah	38.4%



Number of Housing Units

Stockton	243
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Note: Significant margin of error on all ACS data. For the median household income the margin of error is \$55,704, while for poverty it is 4.5%.



*Main Street in Stockton, 1916,
courtesy of Utah State Historical Society.⁵*

Data Limitations

American Community Survey data for a small town has a high margin of error. For example, Stockton's median household income estimate has a margin of error of \$55,704. This means the census is 90 percent confident that the actual median household income is somewhere between \$55,704 and \$148,561.

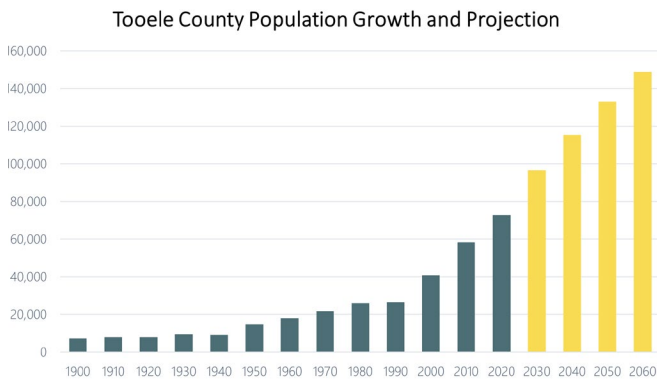
Small shifts in reporting can exaggerate results. A single household responding—or not responding—can shift the numbers significantly.

Addressing Data Limitations

The Town may conduct a HUD-compliant local income survey to supplement ACS estimates. This approach can provide more accurate household income data and improve reliability for grant applications.

REGIONAL IMPACTS AND FUTURE GROWTH

While Stockton has maintained a relatively small and stable population, the surrounding region has experienced explosive growth in recent years. According to projections from the Kem C. Gardner Policy Institute, this rapid regional growth is expected to continue well into the future.



Historical growth is shown in green with projected future growth displayed in yellow.

The area immediately surrounding Stockton is experiencing much of the region's rapid growth, particularly in the South Rim community west of town. South Rim, an unincorporated residential area characterized by single-family homes on large lots, has expanded to surpass Stockton in both population and land area. In 2024, Tooele County approved an additional development phase on the western edge of South Rim. Because South Rim lacks commercial services, its expanding population increases both the commercial potential within Stockton and the demand placed on Stockton's transportation network and community amenities, including the local park.

This broader regional growth makes forecasting Stockton's own population challenging. Future population levels will depend largely on whether the Town chooses to annex adjacent properties, not whether local growth occurs. Without annexation, Stockton's population is likely to remain small, with most new development occurring outside its municipal boundaries. With annexation, the Town would absorb some of this growth and see its population increase. Public feedback gathered through the community survey and open house reflected mixed views: some residents prefer the Town to annex and guide nearby growth so that Stockton residents can have a greater say in its development, while others believe the Town lacks the staff capacity to manage new development effectively and would rather leave growth to the County's more extensive resources.

Regardless of which path the Town ultimately chooses, this General Plan acknowledges a fundamental reality: growth affecting Stockton will continue, whether it occurs inside the municipal boundaries or immediately beyond them.



COMMUNITY VALUES

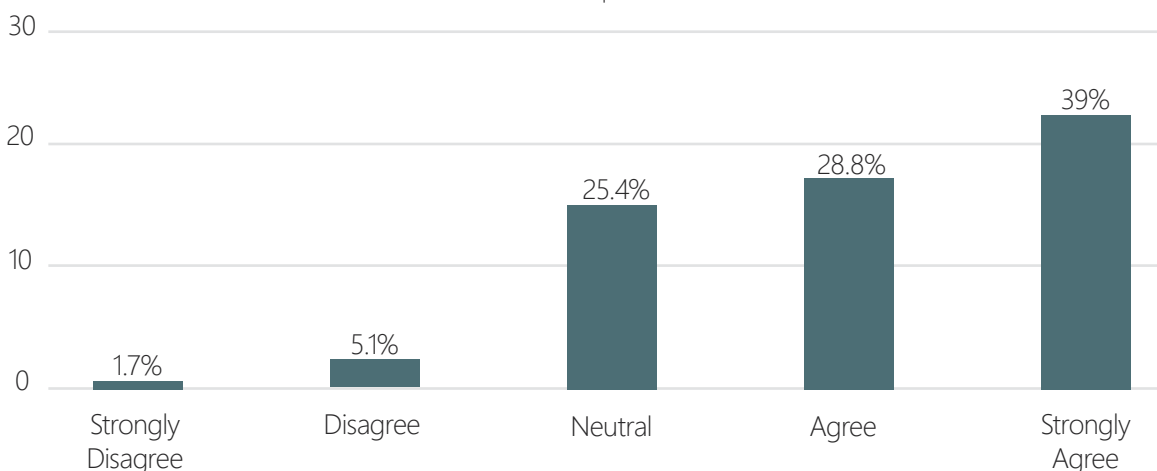
Residents value community connections. This is aided by a small-town environment that includes many people with deep local roots. Neighbors often know one another, and community events provide opportunities to gather, socialize, and strengthen relationships. Most residents enjoy living in Stockton and feel it is a great place to live. At the same time, residents express more neutral feelings about Stockton's future, with many noting that the Town faces important issues that need attention.

40.7%

are **neutral** about the **future**
of the town

Stockton Is a Great Place to Live

59 Responses



A rural, small-town environment was most important to Stockton residents. This General Plan seeks to maintain this atmosphere for generations to come.

What Do You Like Most About Living in Stockton?

(Select all that apply)

(59 responses)

Rural, small-town environment	81.4%
Natural beauty and recreation	61%
Safety/low crime rate	54.2%
Grew up here/familiarity	25.4%
Proximity to friends/family	18.3%

Residents express strong appreciation for their community and report high satisfaction with local events such as Stockton Days and various holiday celebrations and activities. Survey responses indicate that these events are widely valued, and while many residents are content with their current level of involvement, others expressed interest in becoming more engaged. This suggests an opportunity for the Town to continue strengthening and expanding community-building activities.



I Feel Connected to My Community

56 responses

Strongly Disagree — 10.7%
 Disagree — 12.5%
 Neutral — 26.8%
Agree — 35.7%
 Strongly Agree — 14.3%

I Would Like to Be More Involved in My Community

56 Responses

Strongly Disagree — 3.6%
 Disagree — 12.5%
Neutral — 41.1%
 Agree — 28.6%
 Strongly Agree — 14.3%

How Important Are: Community Events?

56 Responses

Strongly Disagree — 3.6%
 Disagree — 8.9%
 Neutral — 28.6%
Agree — 33.9%
 Strongly Agree — 25%

How Important Are: Knowing and Trusting My Neighbors?

56 Responses

Strongly Disagree — 0%
 Disagree — 0%
 Neutral — 5.4%
 Agree — 28.6%
Strongly Agree — 66.1%

SOURCES

- ¹ <https://collections.lib.utah.edu/ark:/87278/s6nz8jrk>.
- ² <https://collections.lib.utah.edu/ark:/87278/s67h1z8d>.
- ³ U.S. Decennial Census.
- ⁴ 2020 Decennial Census.
- ⁵ <https://collections.lib.utah.edu/ark:/87278/s6pz5kvh>.



Chapter 3: Land Use

INTRODUCTION

The Land Use Element guides how Stockton will grow and address land use. This element implements Utah Code §10-9a-403 by describing existing land use patterns, projecting future opportunities and constraints, and establishing goals and strategies to promote orderly and desirable development. The land use policies in this element are rooted in Stockton's values: its rural character, mountain setting, mining heritage, and strong community identity.

This element builds on prior planning documents and updates Stockton's land use policies, goals, and strategies. The 2002 Stockton General Plan documented core issues that remain relevant today, including limited land available for development, infrastructure constraints (particularly water), and the need to manage growth in a way that preserves Stockton's identity while strengthening its tax base. The 2020 "We Are Stockton" General Plan reaffirmed these themes and noted that residents strongly value the town's small-town feel, open space, and historic background while also expressing a desire for an improved main street and more local services.

HOUSING

Stockton's housing landscape is largely single-family homes on medium and large lots. Survey responses showed that most residents feel neutral about whether Stockton currently offers enough housing options. This suggests that while housing is not perceived as scarce, there is also no strong desire for significant additional development. When asked about higher-density housing, such as apartments or multifamily buildings, residents expressed clear opposition: only about 20 percent supported such options, while 65 percent were opposed. This sentiment reflects a community preference for maintaining the existing low-density, spacious development pattern. In the future, Stockton's housing policies should reinforce these values by focusing on traditional single-family neighborhoods while ensuring that limited, small-scale alternatives—such as accessory dwelling units or modest infill—can support residents across life stages without altering the town's established character.

57.9%

strongly disagree with building
an apartment building or
townhomes along
the highway

Survey results show that Stockton faces a familiar small-town challenge: limited local commercial options paired with generally high satisfaction in driving elsewhere for goods and services. Nearly 65 percent of residents reported that Stockton does not have sufficient commercial offerings, yet when asked whether they prefer to drive to Tooele instead of having more businesses in town, a clear majority agreed—and over a quarter strongly agreed. This pattern indicates that while residents recognize the lack of local commercial amenities, they are not eager for significant new development that could change Stockton’s rural character or increase traffic along Highway 36.

What Kinds of Developments Would You Prefer to See in New Growth Areas?

(Select all that apply)

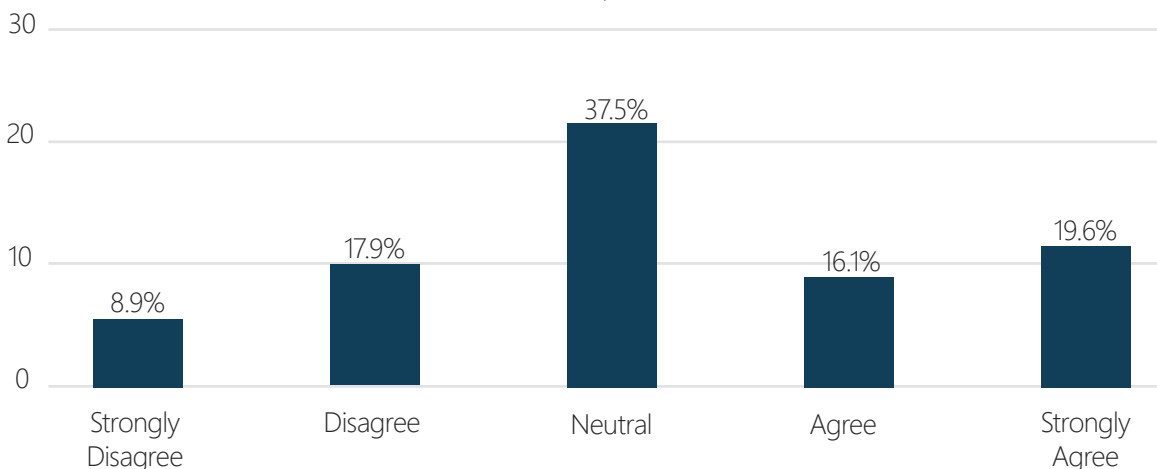
(55 responses)

Single-family homes on medium sized lots (¼ to ½ acre)	60%
Housing on agricultural lots (5+ acres)	49%
Housing on large lots (1 acre)	44%
Commercial	20%
Some multifamily housing (townhomes or apartments) near the highway	15%
None	4%



There Are Sufficient Housing Options Available in Stockton

56 Responses



There Are Sufficient Commercial Options (Grocery, Hardware Stores, Restaurants, Other Retail) Available in Stockton

56 Responses

Strongly Disagree — 32.1%

Disagree — 30.4%

Neutral — 14.3%

Agree — 10.7%

Strongly Agree — 12.5%

I Would Rather Drive to Toole Than Have Commercial Options Available in Stockton

58 Responses

Strongly Disagree — 17.2%

Disagree — 5.2%

Neutral — 25.9%

Agree — 24.1%

Strongly Agree — 27.6%

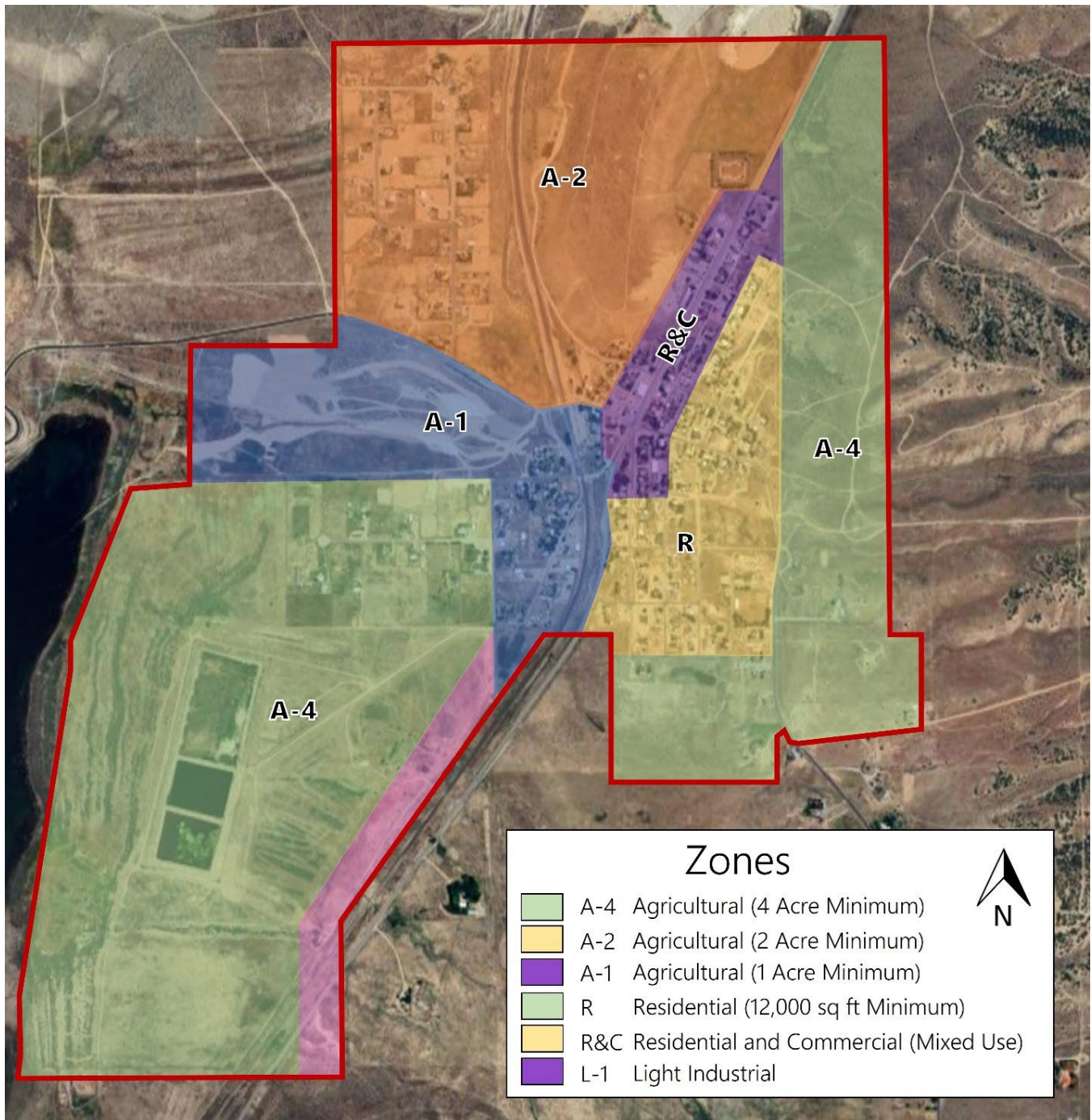
Instead, the town should pursue a balanced approach: maintaining the quiet, low-intensity environment residents value while providing flexibility that allows modest, organic economic activity. Flexible mixed-use zoning in the town center can create opportunities for small businesses, home-based enterprises, and adaptive reuse of existing buildings without actively recruiting large-scale commercial developments or offering substantial incentives. This approach supports local entrepreneurship and enhances convenience for residents while respecting the community's stated preference for limited commercial growth.

CURRENT ZONING PATTERNS

The town's zoning structure includes agricultural zones (A-1, A-2, A-4), residential districts (R, R-4), a mixed-use residential/commercial zone (R-C), and a light industrial district (I-1). The 2002 plan noted that three-quarters of the town was zoned for one-acre or larger lots, with only limited zoning available for small-lot or multifamily housing. This restricted the town's ability to diversify housing, promote affordability, or support a viable local commercial sector. The 2020 plan similarly found that only 258 acres of developable vacant land remained, and existing zoning would support a maximum of approximately 141 additional homes. These conditions largely remain the same in 2025, with only a handful of homes constructed since 2020.

Zone	Description
A-4	Agricultural 4 Acre Zone (not less than 4 acres)
A-2	Agricultural 2 Acre Zone (not less than 2 acres)
A-1	Agricultural 1 Acre Zone (not less than 1 acre)
R	Residential Zone (not less than 12,000 square feet)
R-4	Multiple Residential Zone
R-C	Residential-Commercial Zone
LI	Light Industrial Zone

STOCKTON CURRENT ZONING MAP



FUTURE LAND USE CATEGORIES



Residential: This allows for any zones that prioritize residential development at a density under one unit per acre. Currently, the Town has an R-1 zone that requires a minimum of 12,000 sq ft for a single-family home.



Agricultural: This allows for zones that prioritize agricultural development and may include limited single-family residential. The Town has three different agricultural zones that each allow agricultural uses, and one single-family home on a minimum acreage, as determined by zone. The minimum lot size in this land use category is 1 acre, with some zones requiring larger lot sizes.



Mixed-Commercial: This area is designated for commercial and higher-density infill. The Town currently has one commercial zone, called the R-C Commercial Zone. This provides for a mix of development types. Any additional zone or overlay shall align with the goal of providing flexible zoning for commercial enterprises and historic structures along the highway.



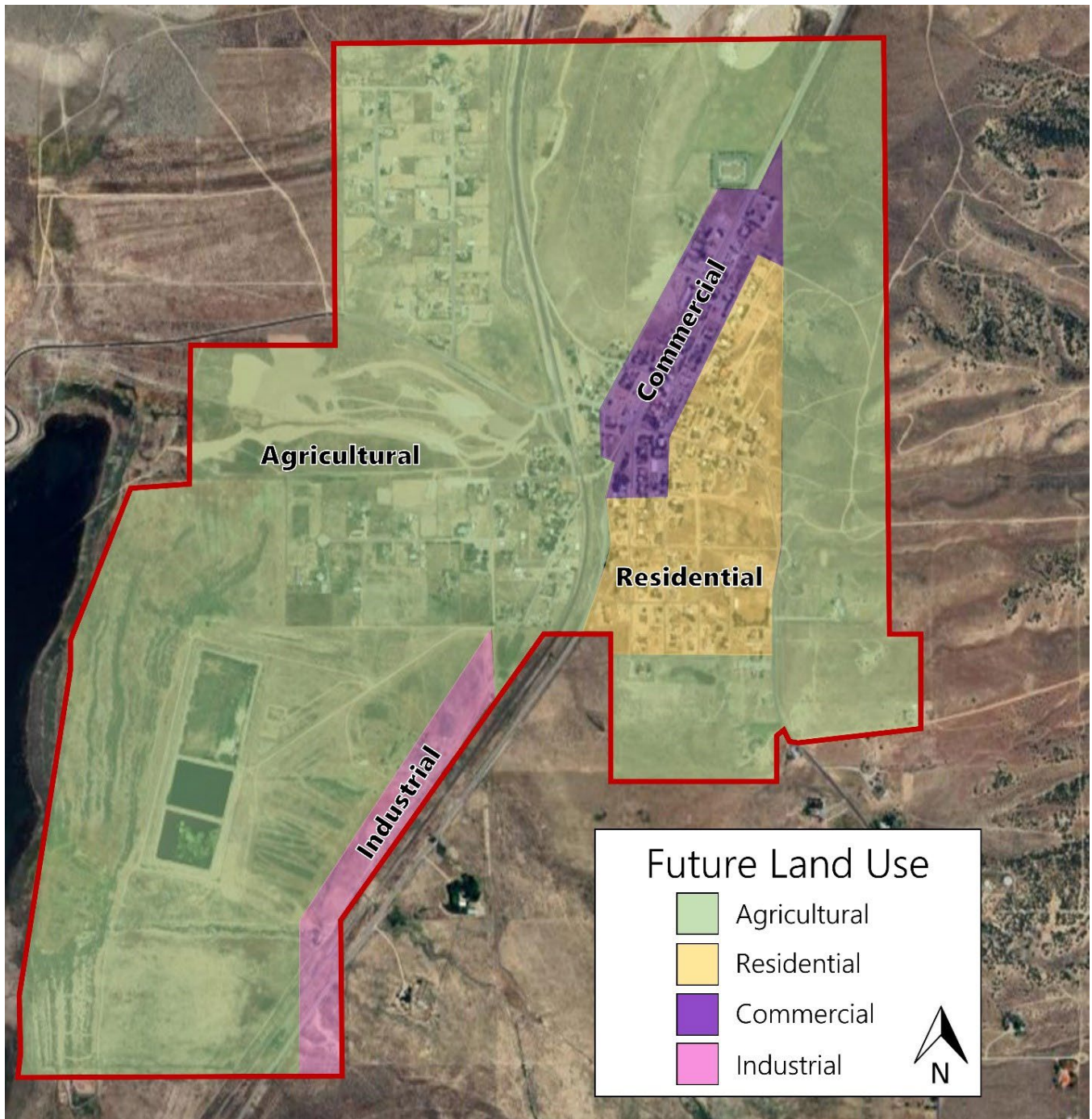
Light Industrial: This area allows for industrial uses. Currently, the Town has one industrial zone, the Light Industrial Zone, which has been applied to this area.

Interpreting the Future Land Use Map

The Future Land Use Map is a guiding tool that visualizes Stockton's long-term vision for how land should develop over time. In Utah, this map supports the requirements of Utah Code §10-9a-403 by providing a policy framework used by the Planning Commission and Town Council when evaluating rezonings and annexations. It is not zoning. While not regulatory, the Future Land Use Map should be referenced whenever land use decisions are made to confirm that proposals are consistent with the community's stated goals and intended development patterns.



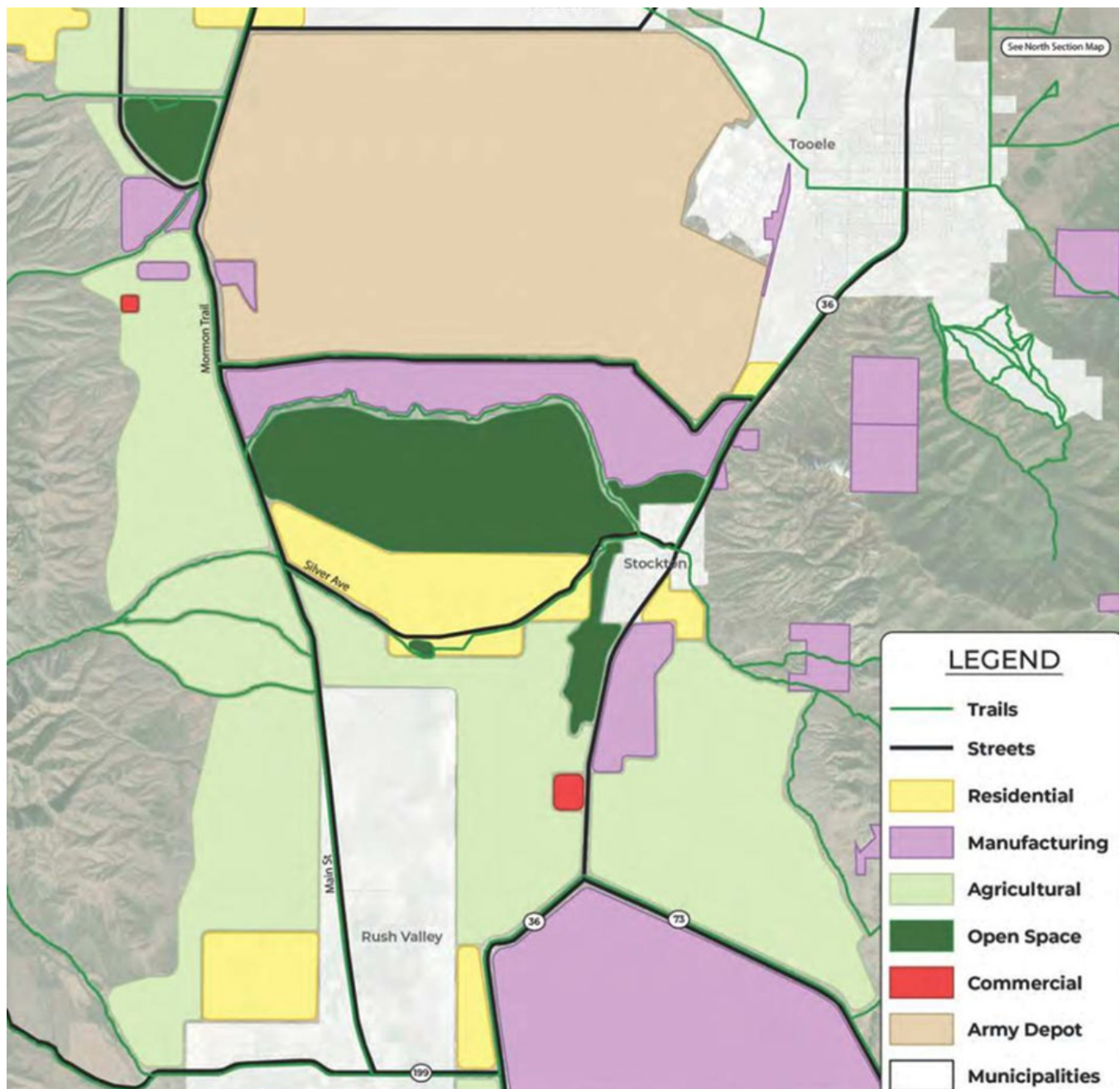
STOCKTON FUTURE LAND USE MAP



REGIONAL PLANNING

Tooele County's General Plan includes a future land use map for the unincorporated area surrounding Stockton. This map shows open space on the north and west of town, manufacturing south of town, and residential southeast of town. Public lands are located east of town. These are intended to remain as open space. When growth occurs in the unincorporated County, it is highly likely to conform to its future land use map.

2022 TOOELE COUNTY FUTURE LAND USE MAP¹

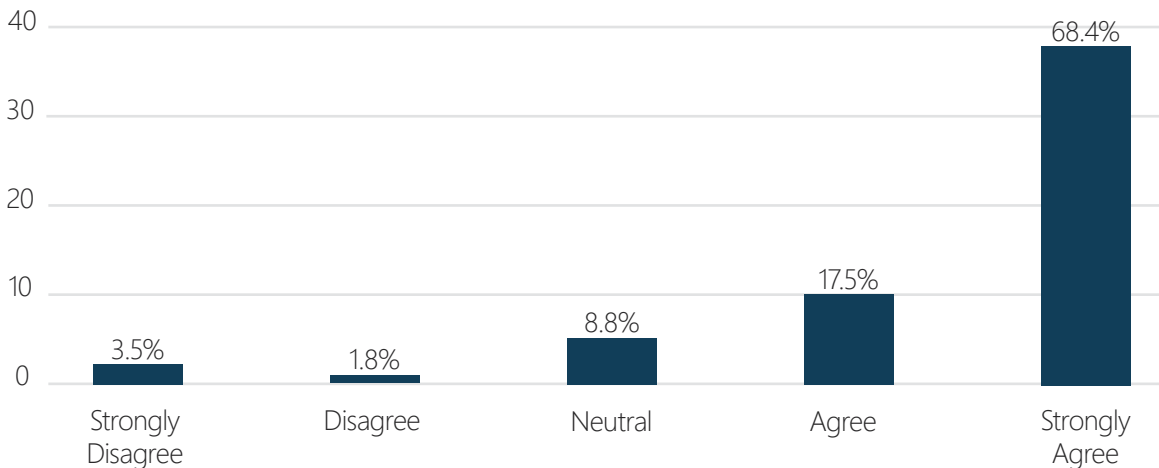


While many residents would prefer little to no growth, they also recognize that change is already happening—most visibly through the South Rim development, which now exceeds Stockton in size. Additional residential activity has appeared south of town, and rumors of future commercial development along the highway surface from time to time. Given these realities, residents acknowledge that if growth is inevitable, Stockton should have greater control over how and where it occurs. In fact, 86 percent of survey respondents stated they would prefer the Town—not outside entities—to regulate new development. This is compared to only 5 percent who disagreed.



I Would Rather Have Stockton Regulate New Developments (Zoning, Street Layout, Development Standards, Etc.) Instead of Toole County

57 Responses

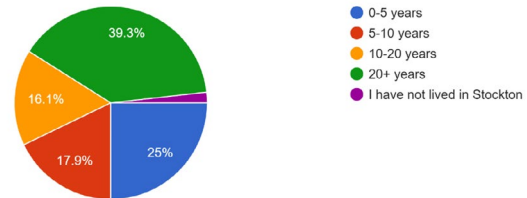
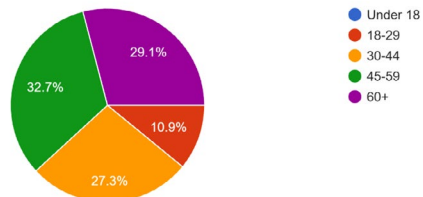
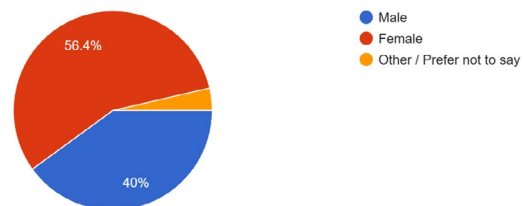
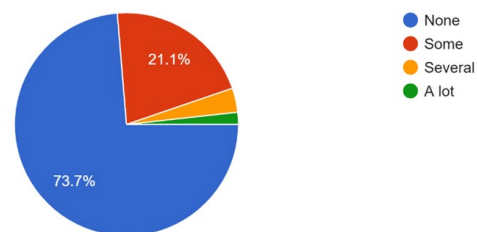


FUTURE GROWTH

As Stockton plans for managing future residential growth, community feedback provides clear guidance on both the preferred location and character of new housing. Residents consistently indicated that, if additional development occurs, it should be directed to the south side of town, where it can extend existing neighborhoods without altering Stockton's established rural form. Survey results further show strong support for continuing the town's traditional pattern of low-density single-family housing, particularly on ¼-acre and 1-acre lots. While high-density options received little support, nearly half of respondents favored allowing a limited amount of "garden court" housing—small 55+ buildings with four units each—to offer downsizing options for older adults while maintaining Stockton's desired low-intensity residential character.

Survey Question:***How Many of Each Housing Type Would You Like to Have in New Growth Areas?***

57 Responses

**Single-Family Homes on ¼-Acre Lot****Single-Family Homes on 1-Acre Lot (or More)****Garden Court (55+ Housing, Four Units in a Building)****Townhomes or Similar**

When land is annexed into Stockton, it must be incorporated into the Town's Future Land Use Map and assigned an initial zoning designation consistent with the community's goals. As the Town Council evaluates annexation petitions and subsequent zoning decisions, it should consider the strong public feedback received during this planning process. Residents expressed a clear preference for directing any future residential growth to the south side of town and maintaining Stockton's established pattern of medium- and large-lot single-family development, with limited opportunities for small 55+ "garden court" housing. Integrating this community guidance into annexation and zoning decisions will help ensure that newly annexed areas develop in a manner that aligns with Stockton's rural character and long-term vision.

INTEGRATING LAND USE AND INFRASTRUCTURE DECISIONS

Land use decisions should never occur in isolation—they must be closely coordinated with the planning, funding, and long-term maintenance of trails, parks, roads, utilities, water and sewer systems, other public infrastructure, and municipal staffing and services. Each land use choice influences the demand placed on public infrastructure. Conversely, the location and capacity of infrastructure determine where development is appropriate and fiscally responsible.

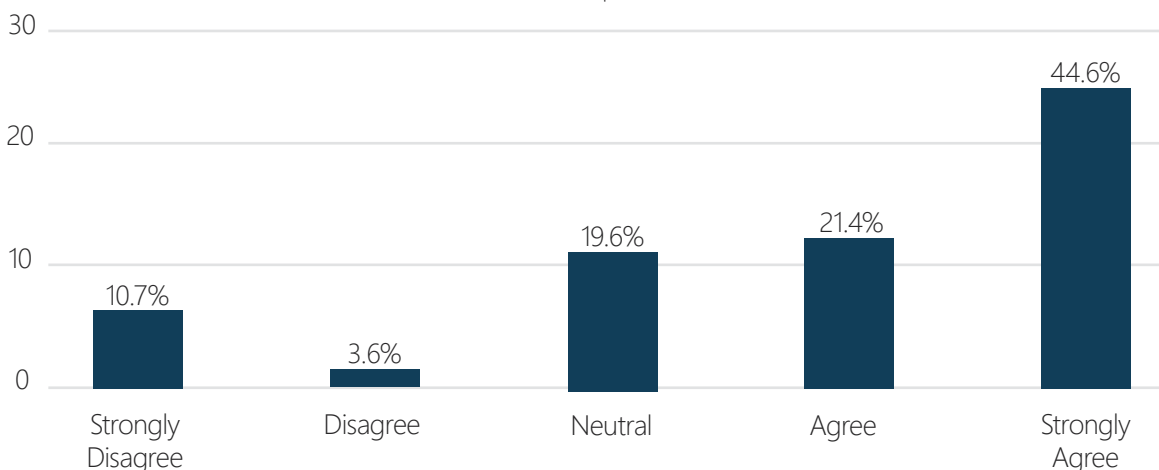
Well-planned neighborhoods and commercial areas should connect seamlessly to parks and trails, support safe walking and biking, and be served by roads and utilities sized for their intended use. Likewise, land use designations must account for Stockton's limited water supply. Growth should occur only where reliable culinary water, adequate sewer capacity, stormwater systems, and emergency access can be provided. Integrating land use with infrastructure planning delivers services more efficiently, protects public resources, reduces long-term costs, and ensures that growth strengthens rather than strains the community.

70.2%

strongly agree that new development areas should maintain access to public lands, such as ATV, Jeep, and hiking trails

New Developments Should Incorporate Trails Into the Design, If Possible

56 Responses



HISTORIC PRESERVATION

While many early buildings, such as cafes, saloons, mercantiles, barbers, and the town opera, have disappeared—several lost to fire—Stockton's residents preserve the memory of their town's past through local storytelling and community landmarks. A few notable historic sites remain today:

- **Stockton Jail** (1902): A one-cell jail preserved at the base of Tabernacle Hill.
- **Stockton Town Hall** (1929, former school): Originally built as a school, later adapted for civic use, and still central to the community. This building houses the Stockton Daughters of Utah Pioneers Museum, which features photographs, artifacts, and memorabilia from Stockton's early days.
- **Steptoe Historical Marker**: Located at nearby Rush Lake, marking the site of Colonel Steptoe's 1850s Camp Relief.

Following incorporation in 1901, Stockton experienced a wave of civic improvements that helped establish it as a thriving mining community. Electricity was introduced in 1903 by the Clark Electric Power Company, and several streetlights were installed shortly thereafter. The Board of Trustees set aside land for a public square and cemetery, and new civic and social buildings transformed the community's landscape.

Among the earliest civic projects was the Stockton Jail, a single-cell structure built in 1902 at the base of Tabernacle Hill. Although designed to hold offenders during Stockton's mining boom, the jail was rarely used for more than overnight stays for drunks or rail passengers. While most early civic buildings have been lost, the jail remains as a tangible reminder of Stockton's mining era, preserved today behind a protective fence.

In 1902, the community also celebrated the construction of the large brick and adobe I.O.O.F. Hall (Independent Order of Odd Fellows). The hall quickly became the heart of community life, hosting dances, card parties, school functions, and Christmas programs. Its dance floor was well-regarded throughout the county, and many local musicians performed there. Sadly, the hall was destroyed by fire, leaving only memories of its role in shaping Stockton's cultural identity.

The arrival of the Oregon Short Line Railroad in 1902 further connected Stockton to regional markets and communities. By 1904–05, a large depot had been constructed to serve both freight and passengers. The depot became a vital hub of commerce and travel, with residents fondly recalling returning soldiers waving from train windows as they passed through after World War I. The depot was eventually demolished, but it remains a key chapter in Stockton's history.



*Independent Order of Odd Fellows, early 1900s.
Courtesy of Utah State History.²*



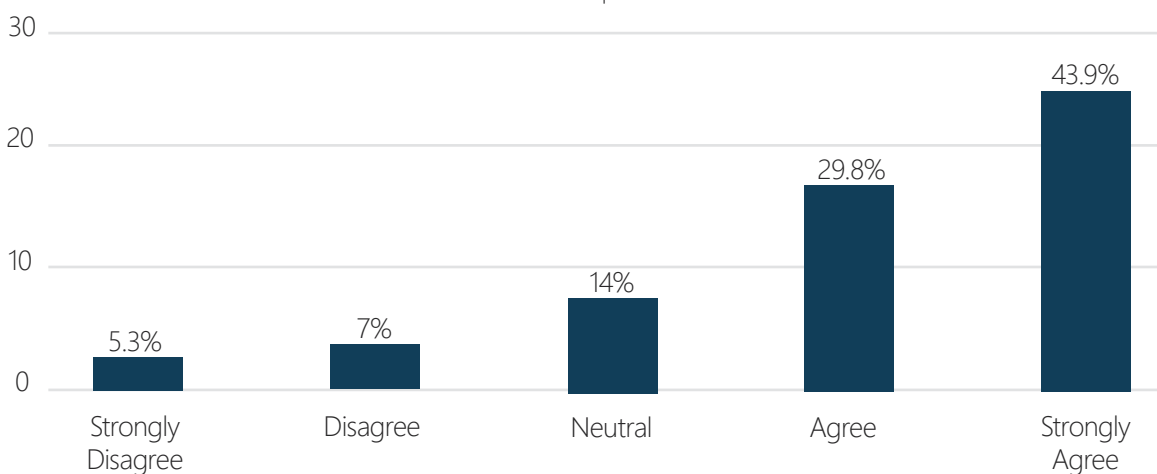
*Stockton Rail Depot, early 1900s.
Courtesy of the Utah State Historical Society.³*

In 1929, Stockton invested in another cornerstone of community life with the construction of the Stockton School, designed by the regional architectural firm Scott & Welch. The building replaced an earlier 1912 schoolhouse and reflected statewide efforts to modernize education following the Free Public School Act of 1890. With four classrooms, a central hall, and a basement, the school served not only Stockton's children but also those from surrounding communities, including Ophir Creek and, later, the Deseret Chemical housing area. The school remained in continuous use until 1984, when it was closed and repurposed as the Stockton Town Hall. Today, it continues to serve the community, housing town offices, the police department, and the public library. Despite some alterations, the building retains strong historical integrity and stands as a lasting legacy of early Stockton.



I Support the Town Pursuing Grants to Preserve These Structures

57 Responses



Residents support historic preservation efforts to maintain the last remaining vestiges of mining life. A clear majority emphasized the importance of protecting the town's historic school and jail and encouraged the Town to seek grants to restore and maintain these structures. Together, these buildings—and the stories tied to them—form a vital foundation for Stockton's sense of place. They connect current and future generations to the town's origins as a mining hub, its evolution into a tight-knit and resilient community, and its ongoing commitment to preserving its historic identity, even as new growth and change occur.

LAND USE GOALS

Goal 1: Update and Maintain an Effective and Responsive Town Code

A. Review and update the Town code		B. Update conditional use permits to align with Utah State Code and best practices	
1	Review legislative changes annually and update code to remain in compliance with Utah State Code	1	Ensure that all permitted and conditional uses are compatible with the intent of the zoning district
2	Update zoning map whenever zone changes are adopted	2	Outline conditions to mitigate and otherwise address for each conditional use
3	Align the code with the vision in the General Plan	3	Streamline the process to track and monitor conditional uses along with permit compliance

Goal 2: Promote Orderly, Efficient, and Desirable Development

A. Develop a desirable and sustainable “town center”		B. Manage growth in an orderly fashion	
1	Provide zoning flexibility in downtown areas to assist landowners to best utilize their property	1	Avoid upzoning property until it is time for development
2	Provide a zoning overlay option to allow adaptive reuse of existing structures, including the permitting of mixed-use structures	2	Consider PUDs or zoning overlays, with a development agreement for larger development proposals
3	Update all commercial and downtown overlay standards to support desirable urban design	3	Streamline development review process
		4	Review existing and planned culinary and sewer capacity before any zone change or annexation is processed

Goal 3: Promote a Sense of Peace

A. Support historic preservation efforts		B. Strengthen Identity	
1	Prioritize maintenance and upkeep in-line with the historic appearance of the structures	1	Incorporate mining themes into public spaces, signage, trails, and community events
2	Pursue grants and assistance for upkeep	2	Highlight and promote Stockton's Dark Sky qualities (See goals in Natural Resources Element)
3	Sponsor volunteer events to clean up, maintain, and beautify historic properties		
4	Partner with local historians, Tooele County, and heritage groups, such as the DUP, to document and share mining-era stories and artifacts		

SOURCES

¹ 2022 Tooele County General Plan, page 19, <https://cms3.revize.com/revize/tooelecountyut/Document%20Center/Department/Development/General%20Plan/tooele-county-general-plan-2022.pdf>.

² <https://collections.lib.utah.edu/ark:/87278/s6ck286j>.

³ <https://collections.lib.utah.edu/ark:/87278/s6dj5rq5>.



Chapter 4: Moderate Income Housing

INTRODUCTION

This chapter addresses Stockton's current and future housing needs, in alignment with Utah's moderate-income housing requirements as outlined in Utah Code 10-9a-401. It provides a foundation for future housing policy decisions by analyzing existing housing conditions, identifying gaps in housing types and affordability, and recommending strategies to support a broader range of housing options that align with community goals.

HOUSING NEEDS ASSESSMENT

A comprehensive assessment of Stockton's housing inventory reveals a predominantly owner-occupied market with limited rental availability and housing type diversity. This analysis includes an evaluation of housing typology, unit size, occupancy trends, affordability, and recent construction activity to help the Town better understand where the current supply may fall short of evolving demand. The assessment concludes that Stockton's housing pattern of low-density single-family homes may not meet the needs of all current or future residents, particularly young adults, seniors, and workforce households.

What is "moderate incoming housing"?

Utah State Code defines "moderate income housing" as housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.¹

- The household must be able to occupy the housing unit by paying no more than 30% of the household's income for gross housing costs, including utilities.²
- "Gross housing costs" not only includes cost of rent or mortgage, but all other housing costs, such as property taxes, utilities, mortgage insurance, and home-related insurance.

¹ Utah Code 10-9a-103(41)

² Utah Code 35A-8-2201(3)

Total
Residential Units

268

Estimated
Owner-Occupancy Rate

94%

Average
Household Size

3.35

CURRENT HOUSING MARKET CONDITIONS

Owner-occupied households average: 3.27 persons

Renter-occupied households average: 4.56 persons

The larger number of renter-occupied households suggests significant occupancy pressure on the town's limited rental options.

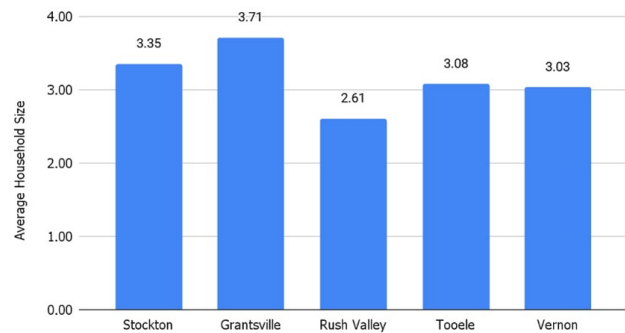
Regional Comparison

Stockton has larger households and fewer rentals than Tooele, while Grantsville has the largest average household size. Rush Valley and Vernon also maintain high ownership rates, but with smaller household sizes.

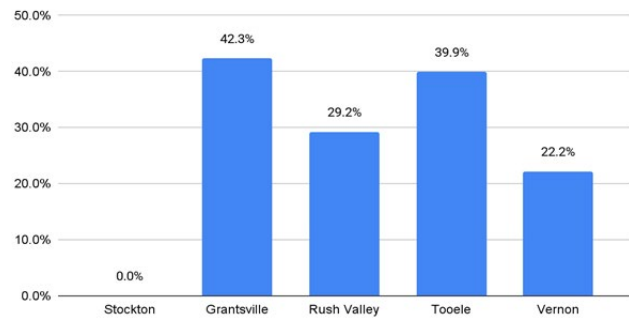
Affordability

Recent data show that 0 percent of households in Stockton are classified as cost-burdened. This suggests that no households spend more than 30 percent of their income on housing. This finding must be interpreted with caution. Neighboring communities report much higher rates of cost burden, including 42.3 percent in Grantsville City and 22.2 percent in Vernon Town, suggesting that Stockton appears comparatively more affordable. However, Stockton's very small population and limited available data heavily skew these results, making it difficult to draw firm conclusions about true housing affordability in town. While the numbers provide a preliminary point of reference, they are not robust enough to represent long-term conditions or emerging trends. Local observations and continued data collection will be essential to developing a clearer, more reliable understanding of housing affordability in Stockton.

Average Household Size Comparative Analysis

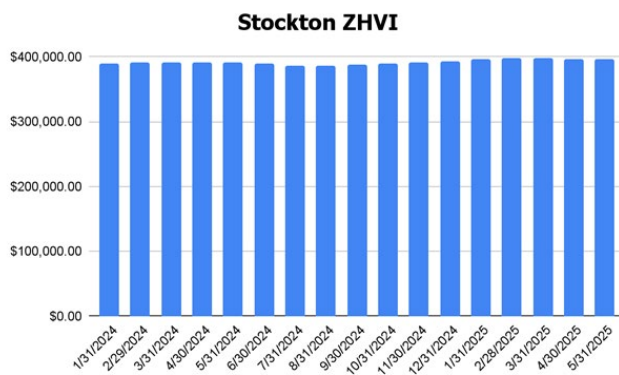


Cost Burdened Households



Home Prices

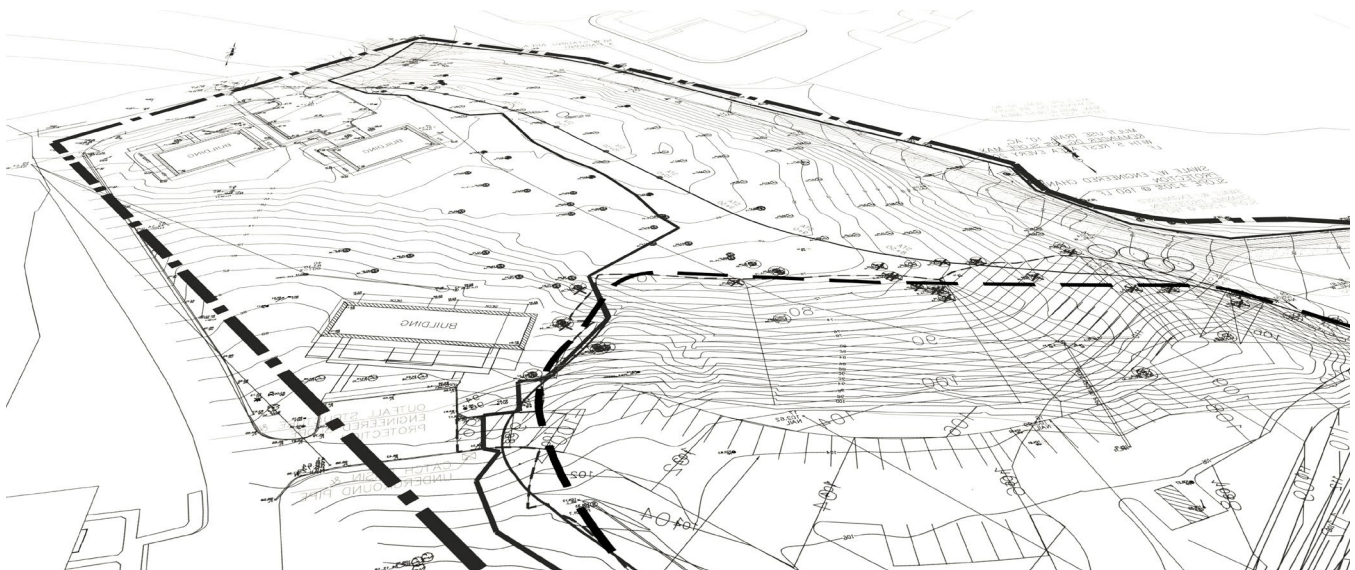
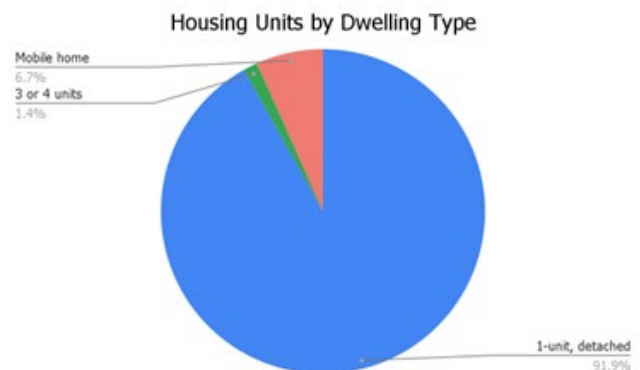
According to Zillow Home Value Index (ZHVI) data, Stockton's housing market has remained relatively steady, showing only modest fluctuations over the past year. The typical home value was \$390,584 in February 2024 and rose to \$395,927 by May 2025—an increase of about 1.37 percent over 15 months. While this growth is not as dramatic as that in faster-moving markets in the region, the slow and steady appreciation suggests stable demand and limited volatility. Such conditions often point to low vacancy rates and sustained interest in local housing. Rather than experiencing sharp swings common in higher-pressure markets, Stockton's home values appear to be gradually rising, offering a more predictable environment for both renters and prospective buyers.



Housing Types

Stockton primarily consists of single-family detached homes, accounting for 91.9 percent of the housing supply. Stockton's housing typology is as follows:

Types of Housing Units	Stockton Total
Total housing units	283
1-unit, detached	260
1-unit, attached	0
2 units	0
3 or 4 units	4
5 to 9 units	0
10 to 19 units	0
20 or more units	0
Mobile home	19
Boat, RV, van, etc.	0

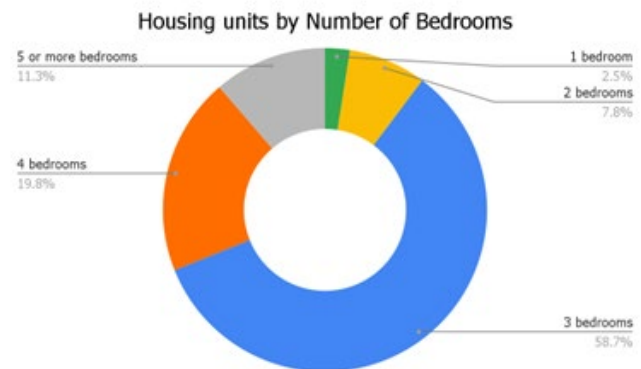


Stockton's housing stock is overwhelmingly composed of larger homes, leaving limited options for smaller and more affordable units. Assigning five bedrooms to all homes categorized as having "five or more," the town's 283 housing units average 3.30 bedrooms per dwelling. Most units fall into the larger-sized categories, with 166 three-bedroom homes (59%) and 88 units (31%) containing four or more bedrooms. In contrast, the supply of smaller homes is minimal: only 7 one-bedroom and 22 two-bedroom units exist townwide. This imbalance suggests that key segments of the housing market, including seniors looking to downsize, young adults forming new households, single residents, and those seeking more affordable entry-level options, are not well served by Stockton's current supply.

No. of Bedrooms	Stockton Total by No. of Bedrooms
Total Housing units	283
No bedroom	0
1 bedroom	7
2 bedrooms	22
3 bedrooms	166
4 bedrooms	56
5 or more bedrooms	32

CURRENT AND FUTURE HOUSING SUPPLY GAPS

The housing gap analysis shows that Stockton's current housing supply does not align with the community's present or future needs, revealing both immediate shortages and long-term mismatches by bedroom type. As shown in the table, the analysis compares existing units to estimated demand, based on typical household-size patterns such as one-bedroom units for young adults or four- and five-bedroom units for larger families, while also incorporating current vacancies and a target vacancy rate to maintain a healthy market. By evaluating how many units Stockton has today against how many are needed, both now and over the next 20 years, the analysis identifies clear surpluses in some categories and significant shortages in others. This approach highlights not only where Stockton's housing stock already falls short, but also where future gaps are likely to grow if development patterns remain unchanged.



No. of Bedrooms	Existing Units	Projected Demand	% of Total Household Units	Current Supply Gap	Future Supply Gap
1 bed	7	34	2.47	-10	-27
2 beds	22	56	7.77	-7	-34
3 beds	166	44	58.63	135	166
4 beds	56	78	19.79	13	56
5+ beds	32	78	11.31	-10	32

The housing gap analysis shows a current and future undersupply of smaller units.

HOUSING OPPORTUNITIES

These findings point to a broader challenge: Stockton's predominantly single-family, owner-occupied housing stock does not fully reflect the diversity of household types emerging in the community. The housing gap analysis shows notable shortages at both ends of the spectrum—too few one- to two-bedroom units for young adults, seniors, and smaller households, and insufficient four- to five-bedroom units for larger and multigenerational families. Addressing these gaps will require expanding the range of housing types and sizes available in town. Encouraging appropriately scaled smaller and larger units, particularly in areas already served by existing utilities, can help meet demand without pushing growth into undeveloped areas. By diversifying its housing supply, Stockton can better support future demand, maintain affordability, and ensure residents have options that meet their needs at every stage of life.

Key Opportunities

- Increase availability of smaller units (one to two bedrooms)
- Support housing for larger families (four+ bedrooms)
- Promote infill and density where infrastructure allows
- Preserve community character while allowing for housing diversity

LAND USE AND ZONING IMPACTS

Stockton's ability to support future housing and economic growth depends, in part, on the flexibility of its land-use regulations. This section reviews how current zoning policies may limit development, even in areas with existing infrastructure, and identifies targeted updates to enable small-scale, infill, and medium-density projects where appropriate.

The analysis also highlights areas suitable for future development based on infrastructure access, site conditions, and compatibility with surrounding uses. This approach helps guide growth that feels consistent with Stockton's character and resources.

CURRENT ZONING REGULATIONS

Stockton's Development Code impacts the feasibility of new development, particularly in areas where existing infrastructure could otherwise support additional growth. The existing regulations limit building size and use, which makes smaller or more compact housing difficult to construct. The zoning restrictions and recommended code updates below clarify how these constraints currently operate in Stockton and how the town can better support infill and increase housing variety.

Zoning Restrictions That May Impact Development Feasibility:

Minimum Lot Sizes: The predominant zones (A-4, A-2, A-1, R) require large minimum lot sizes, ranging from 1 to 4 acres in agricultural zones and at least 12,000 square feet for residential zones. These large minimums limit density and reduce the potential for compact, infrastructure-efficient development.

Split Zoning Constraints: Parcels that span two zoning districts are governed entirely by the designation covering the larger square footage, which may restrict creative infill or mixed-use opportunities.

Non-Conforming Lot Requirements: Development on lots smaller than three platted town lots (or 12,000 square feet) is only allowed by conditional use, and strict site plan requirements apply.

Use Limitations: Uses not expressly permitted in each zoning district are prohibited, limiting flexibility in adapting existing structures or parcels for emerging residential, commercial, or mixed-use models.

Possible Code Updates to Support Development in Areas with Existing Infrastructure:

Introduce Flexible Lot Standards: Consider overlay zones or infill development provisions allowing for smaller lot sizes or increased density in areas with adequate roads, water, and sewer infrastructure.

Expand Permitted Use Lists: Broaden use categories in residential and mixed-use zones to allow for small-scale commercial, home-based business, or missing-middle housing types by right.

Streamline Conditional Use Processes: Clarify and simplify the conditional use approval process for smaller lots or mixed residential types to reduce barriers to infill development.

Create Form-Based Options: Evaluate the feasibility of adopting simplified form-based standards or site plan flexibility in areas along the Highway 36 corridor or older town blocks.

Review Livestock and Accessory Use Standards: Allow limited agricultural and animal uses in smaller lot contexts to support hobby farming or residential-agricultural hybrids, with appropriate buffering measures in place.

OPPORTUNITY SITES FOR DEVELOPMENT

- Vacant, underutilized, or redevelopment-ready parcels that are suitable for higher-density residential development and have characteristics that are compatible with the surrounding area
- Sites that have proximity to essential services such as transportation, utilities, schools, and parks

HOUSING VISION

The housing strategy for Stockton outlined below focuses on creating a balanced, accessible, and community-aligned mix of housing types. Guided by public input and housing data, the Town aims to work toward conditions where current and future residents can find housing that fits their needs and income levels while maintaining the rural character that defines Stockton's identity.

Vision Statement

Stockton will be a livable and welcoming community that offers a variety of housing options for individuals and families

at all income levels, supporting long-term affordability, community stability, and the ability for residents to age in place while preserving the town's small-town charm.

Mission Statement

To expand housing choice by aligning land use policy with infrastructure capacity, reducing regulatory barriers to moderate-income housing, and promoting a range of housing types that reflect Stockton's values, character, and long-term needs.

Guiding Focus Areas

- Encourage a broader mix of housing types, including smaller homes and accessory dwelling units.
- Identify locations where infrastructure can support additional density at minimal cost.
- Align housing policy with state requirements for moderate-income housing.
- Maintain Stockton's rural character while allowing for gradual, meaningful growth.
- Support long-term affordability so residents can remain in the community across life stages.

HOUSING RECOMMENDATIONS

To support housing affordability and meet the requirements of Utah Code 10-9a-401, Stockton should implement targeted policies and programs that align with the following statutory objectives. Each strategy reflects community feedback, infrastructure realities, and the town's desire to preserve its rural character while expanding housing options.

INSERT STOCKTON PHOTO

MODERATE INCOME HOUSING GOALS

Goal 1: Expand housing choices that are attainable for moderate-income residents by promoting diverse unit types, strong design standards, and supportive, inclusive housing policies

A. Expand the range of housing options available at a variety of price points

1	Identify locations that can appropriately accommodate moderate-income housing and update zoning to allow it
2	Create a downtown overlay zone or other zoning flexibility to allow mixed-use and smaller lot moderate income housing in the downtown area
3	Consider development proposals that include moderate income units as part of a master-planned design
4	Encourage future developments to include a mix of unit sizes and housing costs to better serve diverse household needs

B. Support the development of ADUs as a flexible, low-impact way to increase affordable housing in Stockton

1	Continue to improve and streamline the ADU approval process to make it easier for homeowners to pursue
2	Consider amending Stockton's Development Code to allow detached ADUs by right in all residential zones, provided the property contains one existing single-family home and the ADU meets size and location standards
3	Provide an ADU Toolkit about the process, benefits, and guidelines for establishing an ADU
4	Track changes to Utah's ADU requirements and revise the Town's code as needed to ensure alignment with state law

C. Create clear design and site-planning standards that support high-quality, attractive multifamily housing that fits Stockton's character

1	Make sure overlays and master plans include clear design standards for any multifamily housing to help new development complement Stockton's established character
2	Update zoning overlays and any zoning districts that permit multifamily housing to include a mechanism to address design standards

D. Regularly assess local housing trends and identify emerging opportunities

1	Check regularly on the availability of moderate-income housing and note where the town is not yet meeting its aim to provide fair, realistic housing opportunities for all income groups within five years
2	Engage with builders, housing providers, and nonprofit groups to find creative ways to support and increase affordable housing opportunities
3	Actively gather input from residents, particularly growing families and those seeking smaller homes, to track evolving housing preferences over time

INSERT STOCKTON PHOTO

Chapter 5: Transportation

PURPOSE AND INTENT

The purpose of the Transportation Element is to guide the development and upkeep of a safe and reliable transportation system that fits Stockton's small-town and rural character. With a limited street network and growing traffic on Highway 36, the Town's focus is on maintaining existing roads, improving safety, and supporting connections that make it easier for residents to walk, drive, and access nearby destinations. Transportation investments are focused on local needs, such as road maintenance, drainage, and winter snow removal.

STATE CODE REQUIREMENTS

Utah State Code 10-9a-403(2)(ii) requires that the General Plan include a transportation and circulation element that:

- A. provides the general location and extent of existing and proposed freeways, arterial and collector streets, public transit, active transportation facilities, and other modes of transportation that the planning commission considers appropriate;
- B. for a municipality that has access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development around major transit investment corridors to maintain and improve the connections between housing, employment, education, recreation, and commerce;
- C. for a municipality that does not have access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development in areas that will maintain and improve the connections between housing, transportation, employment, education, recreation, and commerce; and
- D. correlates with the population projections, the employment projections, and the proposed land use element of the general plan.

This Transportation Element seeks to meet the objectives of paragraphs A, C, and D. Paragraph B does not apply, as the city does not have access to a major transit investment corridor as defined in Utah State Code 10-9a-103.

In accordance with Utah Code 10-9a-403(2)(e), the Planning Commission has also considered and coordinated with the regional transportation plan developed by the Wasatch Front Regional Council (WFRC), the metropolitan planning organization that includes Tooele County. Other requirements under the statute, such as preparing a station area plan or consulting directly with the Utah Department of Transportation on a transit corridor, do not apply to Stockton's size or setting.

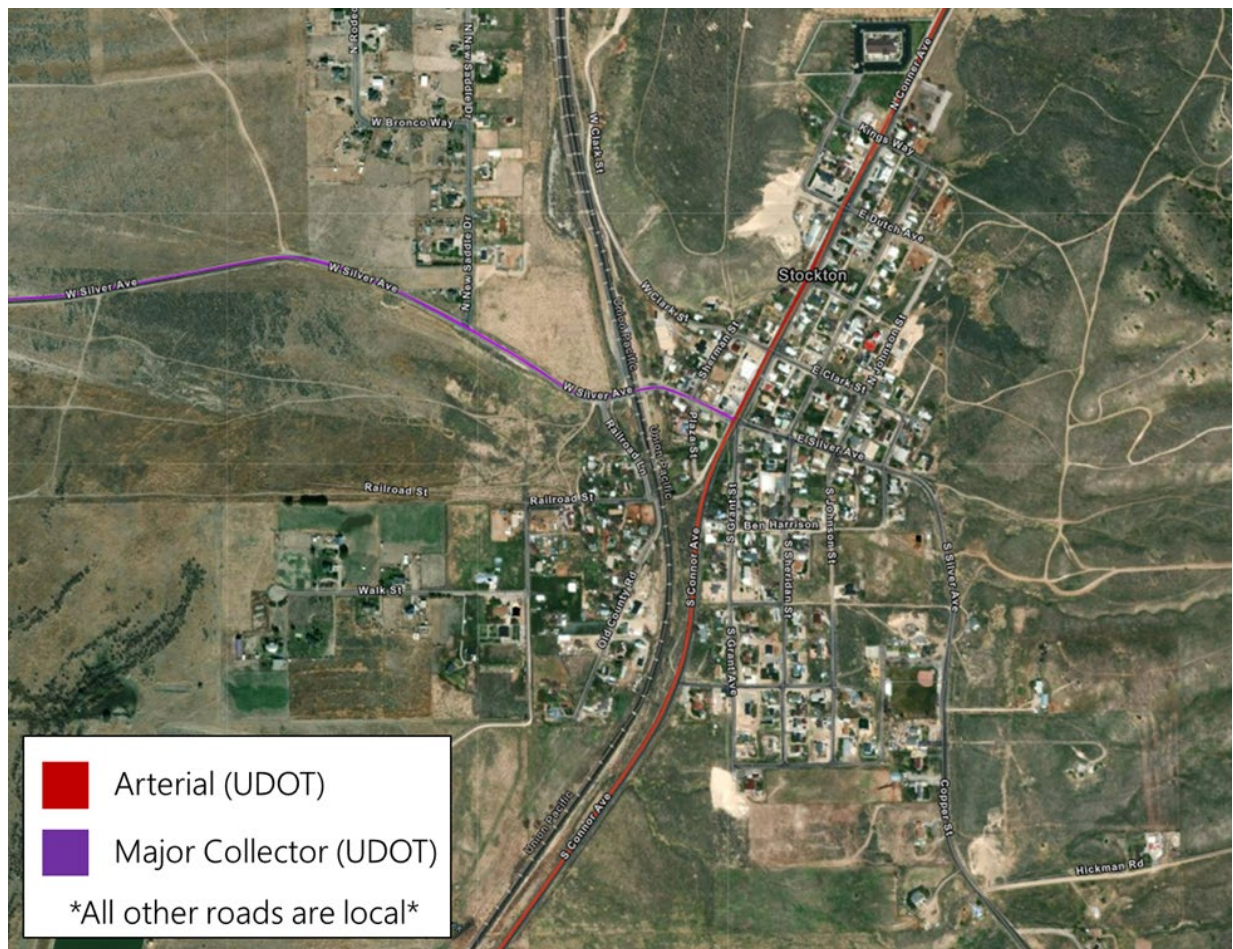
As outlined in Utah Code 10-8-87, Stockton has no major physical barriers, such as canals, waterways, or topographic constraints, that prevent the development of a safe and efficient local circulation system. The town's compact layout and gentle terrain allow for convenient access by vehicle, bicycle, and foot to community destinations such as Town Hall, the Post Office, Alex Baker Memorial Park, and local businesses along Main Street. While no major obstacles limit connectivity, opportunities exist to enhance access and safety through improved sidewalks, crosswalks, and trail links that connect neighborhoods to these key destinations and surrounding public lands.

Existing Conditions

Stockton's transportation network centers around Highway 36 (Connor Avenue), which serves as both the community's main street and its primary regional connection. Most other streets are local, providing neighborhood access and connections to surrounding foothills.

Functional Classification

A UDOT arterial road bisects Stockton: SR 36, also known as Connor Avenue or Main Street, which has a perpendicular junction with Silver Avenue, a major collector road. This road brings traffic to and from South Rim to the west of town. All other roads are local status roads. There are no freeways or public transit existing or planned. Active transportation is addressed in the Recreation and Trails Element.

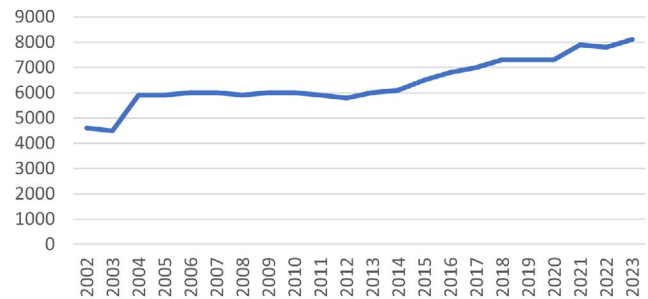


Connor Avenue

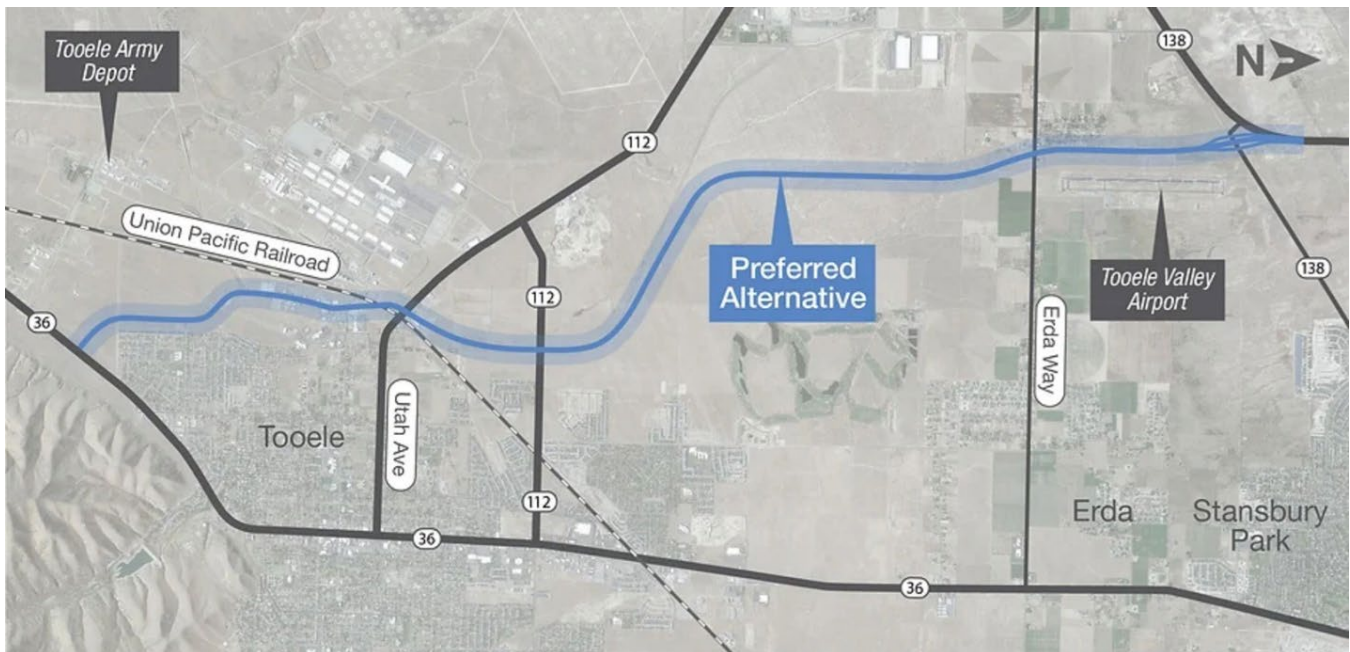
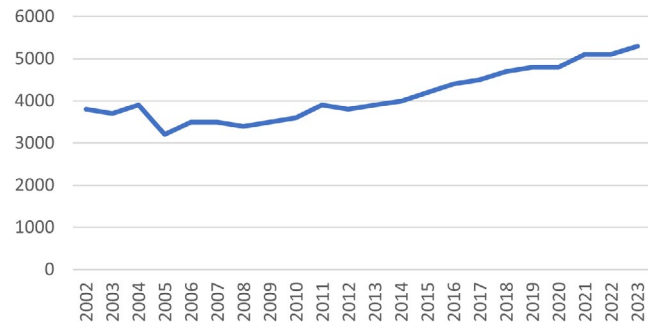
As the Town grows, improvements will focus on maintaining safety, reliability, and connectivity rather than major expansion. While the Town of Stockton has seen minimal growth, developments in South Rim have contributed to regional growth. Traffic on Conner Avenue (SR-36) has nearly doubled over the past two decades, increasing from about 4,500 vehicles per day in 2002 to more than 8,000 in 2023. South Rim is anticipated to continue growing, which will add additional traffic to both Connor and Silver Avenues and increase pressure on the junction between these two roads.

In addition to growth in South Rim, Tooele Valley is experiencing significant growth, including industrial growth that will bring increased truck traffic through Stockton. Tooele County has been working with UDOT and WFRC on a new regional connector called the Mid-Valley Highway. This road will divert traffic through the valley to a point on SR 36 south of Tooele near the Tooele Army Depot. Phase one of the project, which connects I-80 to SR 138, was completed in 2021.

Average Annual Daily Traffic
SR 36 (North Stockton)



Average Annual Daily Traffic-
SR 36 (South Stockton)



Map of the Mid-Valley Highway. This planned UDOT road will divert traffic around Tooele.

In anticipation of growth, Stockton will continue working closely with UDOT, WFRC, and Tooele County to pursue traffic-calming and safety enhancements along Connor Avenue. These are necessary to maintain a safe street network and a viable commercial district. These efforts may include:

- Speed feedback signs
- Upgraded crosswalks
- Improved signage
- Pavement markings
- Streetlighting designed to reduce glare and maintain dark-sky quality
- Sidewalk improvements
- Review of “no parking” areas around the intersection with Silver Avenue

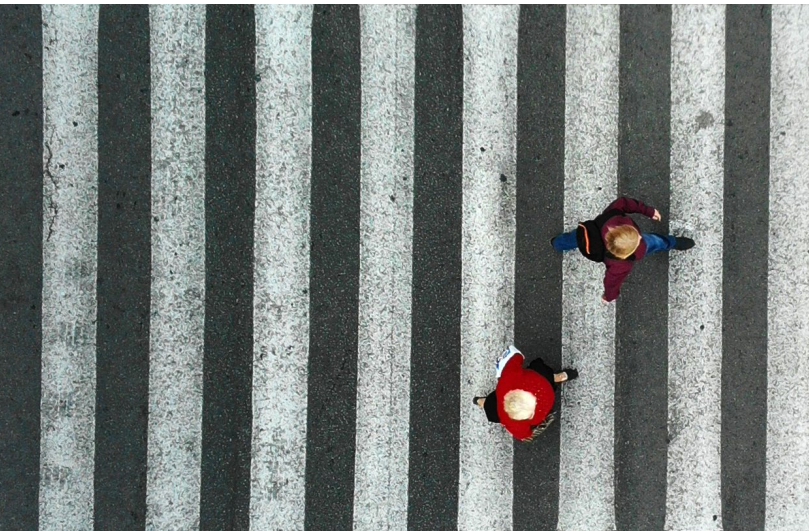
Sidewalks

Residents have voiced support for improving sidewalks and crossings along Main Street and near key destinations, such as the Post Office and Town Hall. Sidewalks currently exist along both sides of Main Street, along Silver Avenue to Town Hall, and along a section of Grant Avenue. Most other streets in Stockton lack sidewalks, with some parcels having

sidewalks added sporadically over time. The 2024 General Plan Survey found that 41 percent of residents want to focus on maintaining existing sidewalks, 34 percent prefer to keep things as they are, and 25 percent support adding sidewalks in strategic areas. Residents also emphasized the importance of keeping costs manageable, prioritizing maintenance over major expansion.

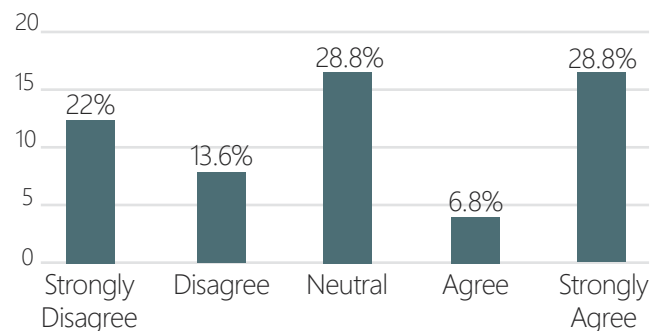
Sidewalk installation and maintenance should focus on areas with high pedestrian activity, such as near the Post Office, Town Hall, and community gathering spaces. New or improved sidewalks will be added strategically and as feasible. Streetlighting will be upgraded to shielded fixtures with warm color temperatures to enhance safety while preserving Stockton’s starry night skies.

Connectivity improvements will extend beyond Connor Avenue to strengthen the Town’s local and regional trail and pathway network. Stockton will seek to formalize and protect existing informal trails by securing public easements and, where development borders public lands, grant new developments access easements to link neighborhoods directly to nearby foothills, canyons, and open spaces. These efforts will create a cohesive and accessible system that supports safe travel and outdoor recreation.



If There Were More Sidewalks Around Town, I Would Use Them.

59 Responses



TRANSPORTATION GOALS

Goal 1: Maintain Safe and Reliable Roads

A. Keep existing roads in good condition		B. Coordinate with Tooele County and UDOT	
1	Review and update maintenance schedule for roads, shoulders, and drainage	1	Work with UDOT on Highway 36 safety improvements: signage, shielded lighting, speed management, and pedestrian crossings
2	Install stop bars where appropriate, especially along any streets intersecting a collector or arterial road, and “shark’s teeth” next to yield signs	2	Coordinate on efforts with gravel pit operators and other businesses to reduce impact
3	Incorporate storm drainage and erosion control into road projects	3	Include emergency access and evacuation routes in coordination efforts
4	Where streetlights exist, maintain streetlights	4	Coordinate with WFRC on regional transportation efforts
C. Improve Conner Avenue safety and calm traffic		D. Review and Update Town Standards	
1	Update crosswalks and speed feedback signs	1	Ensure all new signage aligns with Utah’s MUTCD standards
2	Encourage on-street parking and trees or park strips to naturally slow traffic	2	Update required right-of-way widths to align with Utah State Code requirements
3	Continue to maintain and improve “Welcome to Stockton” features at both entrances	3	Periodically review and update impact fee requirements and the impact fee schedule for new development
		4	Require new street lighting to be designed for residential neighborhoods, with full cutoff shielding and kept at or below 3000 Kelvin

Goal 2: Improve Transportation Connectivity

A. Expand sidewalks and trail links		B. Strengthen local and regional connections	
1	Fill strategic sidewalk gaps around Town Hall, the Post Office, and other destinations	1	Require new roads to connect into and follow the grid pattern
2	Require new development to include sidewalks or paths that connect to existing routes	2	Limit cul-de-sacs and other dead-end streets
3	Require dedicated public access easements on new subdivisions that cross existing trails	3	Coordinate with UDOT on any new street connections into Conner Avenue
4	Require new developments next to public lands to provide access easements for both public access and emergency services, such as wildfire fighting		