ENVISION STOCKTON

INFILL OPPORTUNITIES REPORT

FINAL

October 11, 2016

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EXECUTIVE SUMMARY

This Infill Opportunities Report was prepared as part of the process to update the City of Stockton General Plan. It is intended to help the City and community identify and prioritize among opportunities for infill development. Prioritizing infill and compact development interior to the city limit is a major focus of the General Plan Update, in part due to litigation over the current 2035 General Plan and a subsequent Settlement Agreement that directs the City to update its General Plan to consider policies and programs to support the development of 18,400 new housing units within the 2008 city limit, with at least 4,400 of those residences located in the greater Downtown area. In addition, adding more housing to the Downtown will help to vitalize the area by bringing more people to the Downtown throughout the day and night and on weekends. Therefore, emphasizing Downtown infill development in particular will help to support the City's economic development goals.

This chapter provides a summary of the Infill Opportunities Report, including a summary of the key recommendations at the end of this chapter.

OPPORTUNITY AREAS

The opportunity areas evaluated in this report are summarized in Chapter 2. Opportunity areas include areas that were identified as appropriate and available for infill development based primarily on information related to vacant and underutilized properties, as well as other considerations like existing zoning, existing land use, satellite imagery, and governing planning documents. These opportunity areas are intended to encapsulate areas that may catalyze positive change throughout the city.

The opportunity areas also include approved development projects located within the 2008 city limit. While not always true infill development, these projects promote the City's related goals for more compact development interior to the city limit and help the City to fulfill its Settlement Agreement obligations.

In total, this report identifies 21 infill opportunities and major development project opportunities. In addition to those sites, Opportunity Area #22 includes scattered parcels in the greater Downtown area that contain surface parking lots and City-owned vacant hotel and redevelopment properties. In total, the 22 opportunity areas provide capacity for more than 20,000 housing units, over 7,700 of which would be located in the greater Downtown area. Therefore, the opportunity areas in this report provide capacity adequate to meet the City's goals associated with the 2035 General Plan Settlement Agreement.

ANALYSIS

This report evaluates each opportunity area with respect to land use compatibility and consistency, infrastructure costs, and market feasibility. Theses analyses, presented in Chapter 3, evaluate the opportunity areas relative to each other in order to inform the prioritization of infill development. For each analysis topic, opportunity areas are ranked with a high, moderate, or low rating relative to each other. This report uses icons to reflect these ratings and to provide a quick visual cue of the findings.

The land use analysis considers site adjacency and conformance with City plans and regulations to rate the opportunity areas as having low, moderate, or high land use consistency and compatibility. The analysis addresses consistency with the existing General Plan and zoning designations, consistency with the recently-adopted City of Stockton 2015-2023 Housing Element, and compatibility of uses both within each opportunity area and along its edges.

The infrastructure analysis considers water, wastewater, and stormwater infrastructure capacity and needs. The analysis rates the relative qualitative cost of the infrastructure needs for each opportunity area in consideration of the status and adequacy of any existing infrastructure and the infrastructure required to support anticipated development.

The market feasibility analysis rates each of the opportunity areas based on responsiveness to market opportunities and the potential to accommodate uses and activities targeted in the Economic Development Strategic Plan. The evaluation considers whether the anticipated development in each opportunity area would respond to market demand projections for various types of land use, as reported in the separate Market Analysis Technical Memorandum (July 2016). It also considers whether the development would support the uses and activities targeted in the City's Economic Development Strategic Plan. Finally, the market feasibility analysis considers any major constraints to development or market absorption.

RECOMMENDATIONS

Based on the results of the analysis in Chapter 3, Chapter 4 recommends priority areas for infill development. Opportunity Areas #4, 7, 11, and 17 received the best overall rankings among the opportunity areas, and are therefore recommended as the highest priorities for infill development. Opportunity Areas #6, 8, and 14 also received high rankings and are therefore recommended as high priorities. Opportunity Areas #9, 13, 16, 18, and 22 received the next best set of rankings overall, and are therefore recommended as moderate priorities.

Chapter 4 also highlights the major development projects that received the best rankings among the projects evaluated in this report, which are the Weston Ranch Town Center (Opportunity Area #22) and Open Window (Opportunity Area #12) projects. Because these projects and the other project areas evaluated in this report have already been approved, the prioritization discussed above doesn't include these projects. However, these projects are still important to help the City to fulfill its obligations under the 2035 General Plan Settlement Agreement related to infill development, as well as to achieve its economic development goals.

If the highest, high, and moderate priority areas for infill development were developed with the land uses identified in this Infill Opportunities Report, the City's goal to facilitate the development of at least 4,400 units in the greater Downtown area would be fulfilled. Almost 8,240 additional units beyond those that can be accommodated in the priority infill opportunity areas would be needed within the 2008 city limit to reach the number of units called for in the Settlement Agreement. Such capacity is available in the approved major projects evaluated in this report, which together will provide almost 8,600 units.

2 INTRODUCTION

The City of Stockton is updating its General Plan. The General Plan is often referred to as the "constitution" of local development, and it serves as the foundation for all local land use decisions. The updated General Plan will set the policy direction for development in Stockton through the year 2040, and will be the basis on which many of the City's day-to-day decisions will be made.

This Infill Opportunities Report provides information that will be helpful for the community's discussion about future land uses in the city as part of the General Plan Update and, in particular, opportunities for infill development.

REPORT CONTEXT

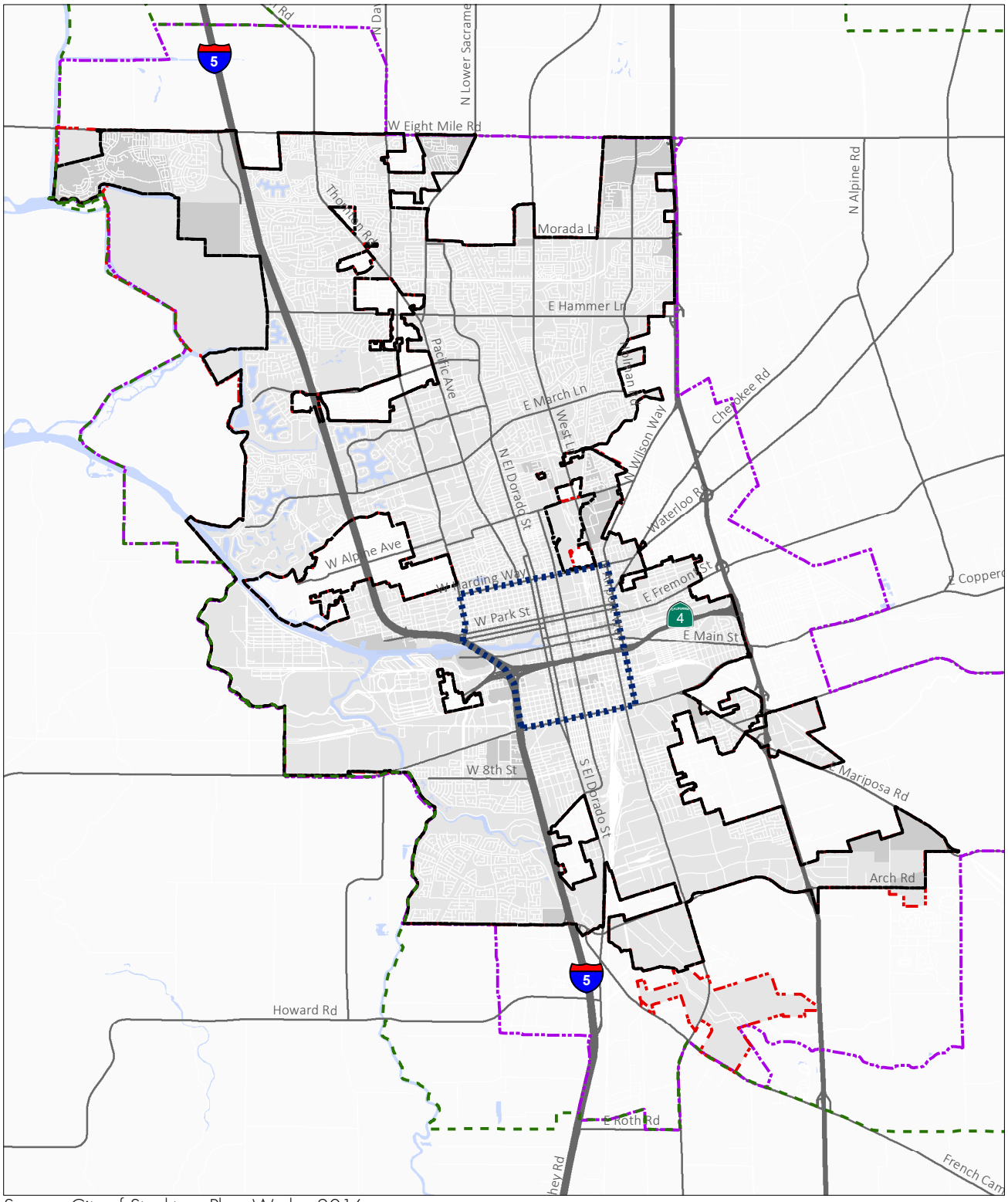
Following the approval of the current 2035 General Plan and its Environmental Impact Report (EIR) in December 2007, the City of Stockton was brought into litigation with the Sierra Club and the State Attorney General regarding the EIR, in particular regarding concerns about greenhouse gas (GHG) emissions. In October 2008, the City entered into a Settlement Agreement with the State and the Sierra Club. The 2035 General Plan Settlement Agreement directs the City to address GHG reductions in a variety of ways, including through preparation of a Climate Action Plan, which was completed in 2014. The Settlement Agreement also includes specific directives for this General Plan Update, including planning for 18,400 new housing units within the 2008 city limit, with at least 4,400 of those residences located in the greater Downtown area. The greater Downtown area is defined in the Settlement Agreement as the area bounded by Harding Way, Charter Way/Martin Luther King Jr. Boulevard, Pershing Avenue, and Wilson Way.

The 2008 and current city limits are shown on the map on the following page, along with the greater Downtown area boundary. The map also shows the City's current Sphere of Influence (SOI), which identifies land that the City has until now considered it might annex in the future, as well as the General Plan Planning Area boundary, a larger area in which the City and Stockton's community have an interest in land use decisions.

To help the City meet the terms of the 2035 General Plan Settlement Agreement, this Infill Opportunities Report identifies and prioritizes opportunities for infill development within the 2008 city limit and the greater Downtown area. Infill development is generally defined as development within existing urban areas, as opposed to development located outside of or at the edge of urban areas. The City of Stockton considers infill development to be development that is surrounded on three sides by existing development.

REPORT OVERVIEW

Following the executive summary (Chapter 1) and this introduction (Chapter 2), which includes a summary of the opportunity areas below, Chapter 3 presents an analysis of the opportunity areas. For each opportunity area, the analysis considers land use compatibility and consistency, infrastructure costs, and market feasibility. Chapter 3 is organized by opportunity area, and includes a detailed summary of each opportunity area and the results of each analysis topic for that area, which provide a high, moderate, or low rating for each topic, relative to the other opportunity areas. Based on the results of the analysis in Chapter 3, Chapter 4 recommends priority areas for infill



Source: City of Stockton; PlaceWorks, 2016.

- Greater Downtown Area
- 2008 City Limit
- Current City Limit
- Sphere of Influence
- General Plan Planning Area

Planning Boundaries

development, and compares the development potential of those priority areas to the infill goals outlined in the 2035 General Plan Settlement Agreement.

SUMMARY OF OPPORTUNITY AREAS

Opportunity areas for infill development were identified based on a variety of information and data sources, including information related to vacant and underutilized properties, existing zoning, existing land use, satellite imagery, and planning documents like the *Stockton Waterfront Connections Plan* and the *Regional Smart Growth TOD Plan*. The identified opportunity areas are intended to encapsulate areas that may catalyze positive change throughout the city. Because one of the main data points used to identify the opportunity areas is the percent of vacant and underutilized land by United States Census block (census block), most infill opportunity areas are defined by census block. The opportunity areas may include fully developed parcels, underutilized parcels, and vacant parcels. To identify opportunity areas, census blocks with more than 50 percent of the parcels identified as vacant and underutilized were emphasized.

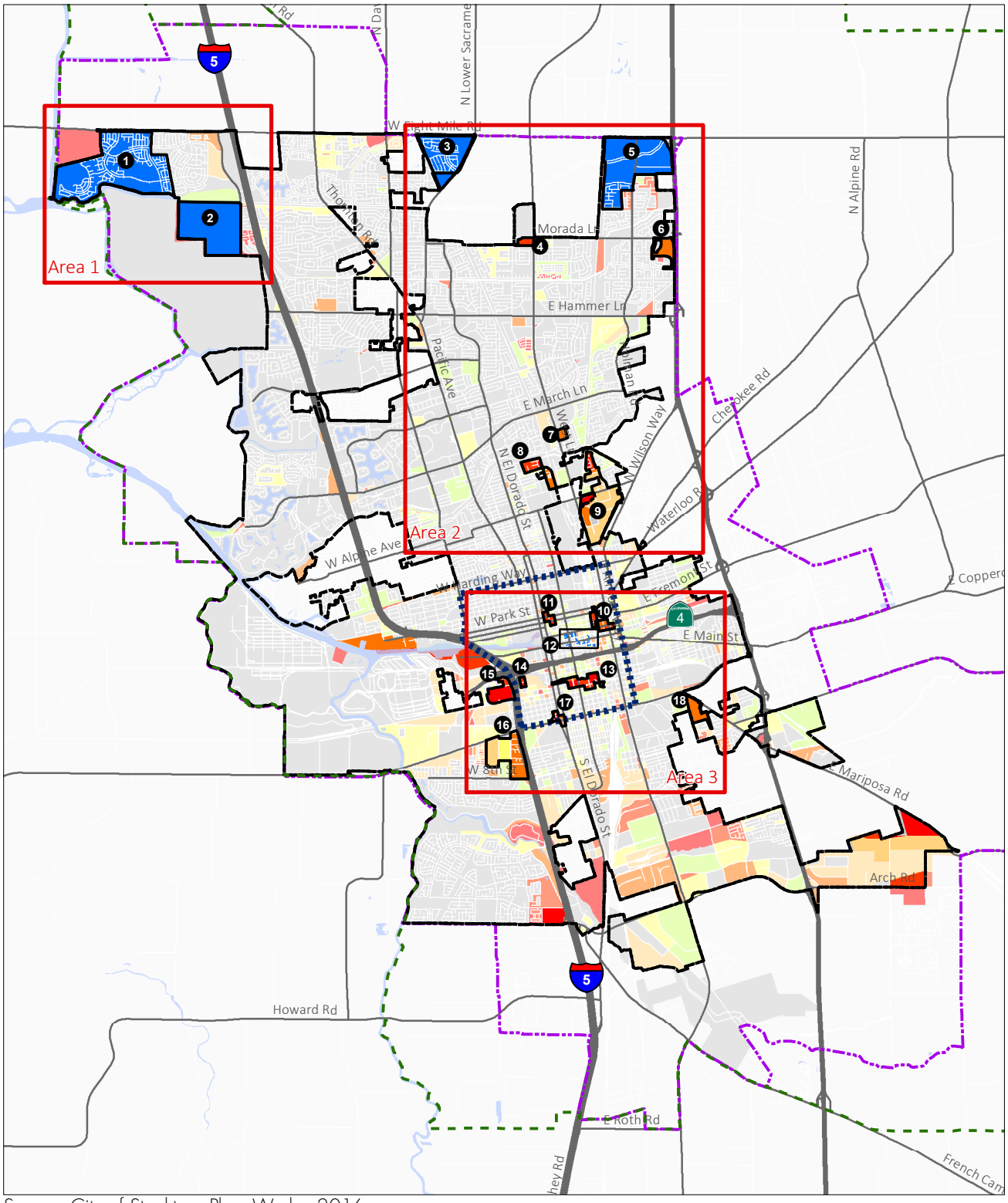
While there are certainly other locations where infill development can occur, the opportunity areas in this report were selected as the areas with the greatest potential for positive change across a wide spectrum of the city. See Appendix A for more details on the methodology used to identify the opportunity areas for infill development. For additional information about other opportunities for infill development, see also the Advantage Stockton website, maintained by the City as a clearinghouse for buildings and sites throughout the city that are available for business development: www.advantagestockton.com.

For many of the opportunity areas in this Infill Opportunities Report, potential changes to General Plan land use and zoning designations that would allow mixed-use development and higher-density housing are considered. Such changes are being considered in order to help the City fulfill its obligations under the 2035 General Plan Settlement Agreement and to identify opportunities to meet anticipated market demands for multi-family housing, while adding more residents in closer proximity to services, retail, and jobs, which would help to add vitality to these areas.

In addition to the opportunities for infill development identified based on the information and data sources above, approved development projects located within the 2008 city limit were also identified as opportunity areas. While not always true infill development, these projects promote the City's related goals for more compact development interior to the city limit and help the City to fulfill its Settlement Agreement obligations.

In total, this report identifies 21 infill opportunities, which are defined by census block, and major development project opportunities, which are defined by the project boundaries. In addition to those opportunities, Opportunity Area #22 includes scattered parcels in the greater Downtown area that include surface parking lots and City-owned properties. There are over 40 acres of surface parking lots in the greater Downtown area, and many of them are underutilized. In addition, the City owns a number of properties in the Downtown that present opportunities for infill development. These properties include vacant hotels and properties that had been owned by the Redevelopment Agency, and are now owned by the Successor Agency to the former Redevelopment Agency of the City of Stockton, including a set of vacant parcels located at 833 W. Weber Avenue and a vacant parcel located at 504 W. Weber Avenue. Recent amendments to the Stockton Development Code allow more uses by right, which would streamline the development and redevelopment of these Downtown parcels.

The 22 opportunity areas are displayed on the maps on the following pages. The opportunity areas are grouped according to whether housing is allowed, which would help the City to fulfill its Settlement Agreement goals, versus whether only commercial and industrial development is allowed. For each type of development, an overview map of the city is provided, followed by zoomed in maps to show more detail. Opportunity Area #22 is presented in a separate map given the scattered nature of the parcels that comprise this opportunity area.



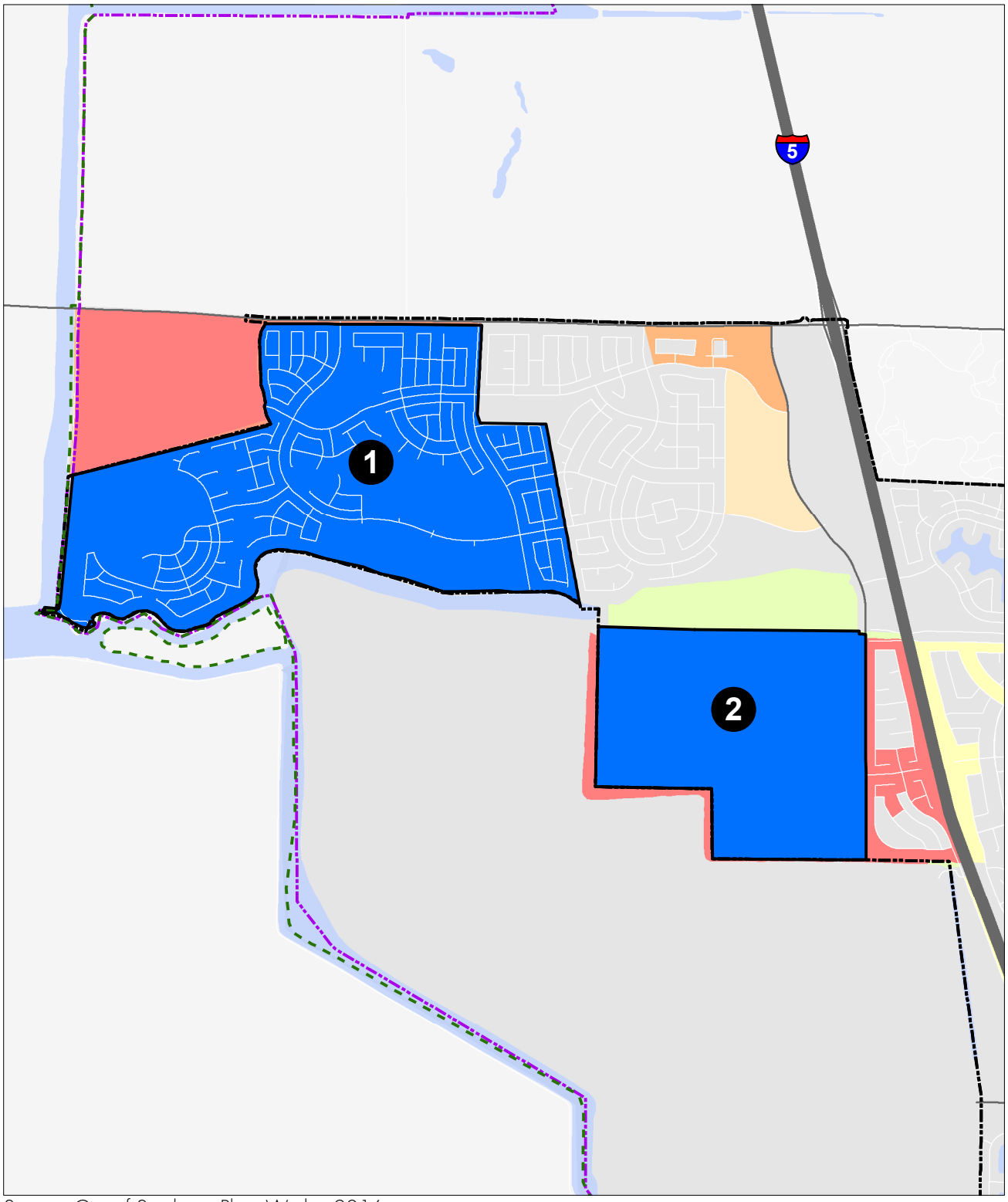
Source: City of Stockton; PlaceWorks, 2016.

- Opportunity Areas
- Major Development Projects
- Greater Downtown Area
- 2008 City Limit
- Sphere of Influence
- General Plan Planning Area

Percent of Vacant and Underutilized Land by Census Block

- 0 - 16%
- 16 - 24%
- 24 - 34%
- 34 - 45%
- 45 - 62%
- 62 - 84%
- 84 - 100%

Opportunity Areas: Residential and Mixed Use Overview



Source: City of Stockton; PlaceWorks, 2016.

- Opportunity Areas
- Major Development Projects
- Greater Downtown Area
- 2008 City Limit
- Sphere of Influence
- General Plan Planning Area

Percent of Vacant and Underutilized Land by Census Block

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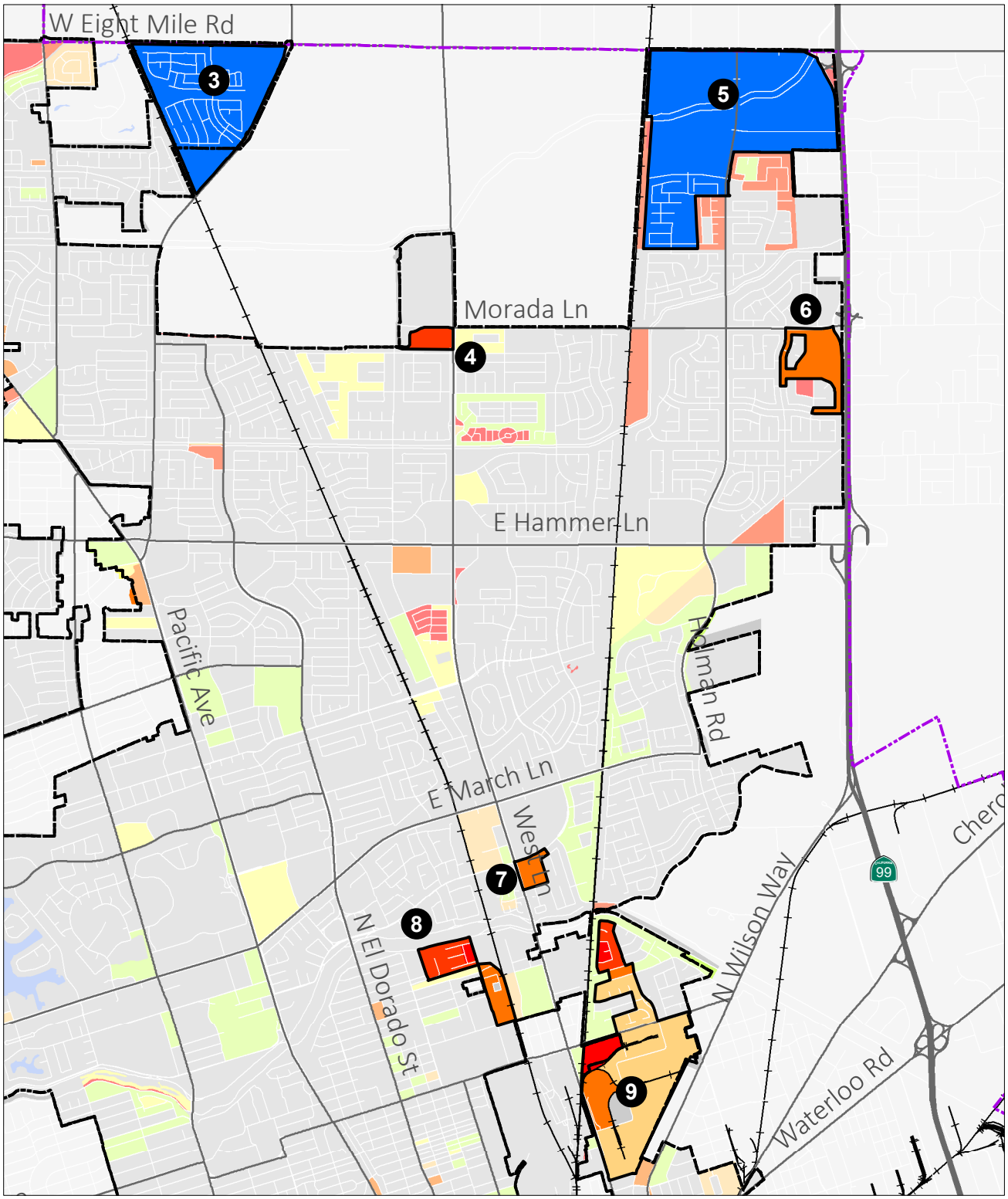
- 62 - 84%
- 84 - 100%

Opportunity Areas: Residential and Mixed Use Area 1



Source: City of Stockton; PlaceWorks, 2016.

- Opportunity Areas
- Major Development Projects
- Greater Downtown Area
- 2008 City Limit
- Sphere of Influence
- General Plan Planning Area

Percent of Vacant and Underutilized Land by Census Block

- 0 - 16%
- 16 - 24%
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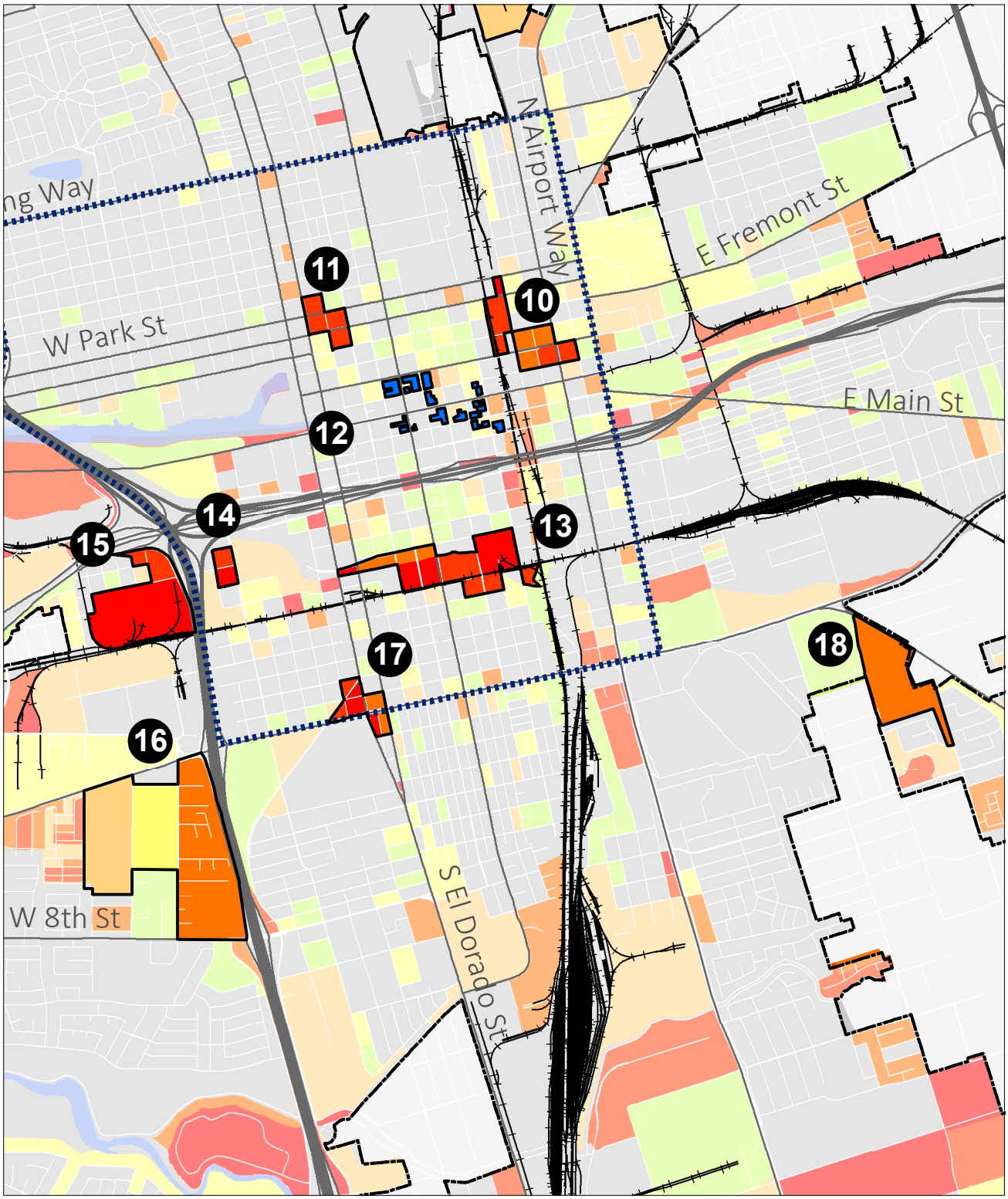
- 45 - 62%
- 62 - 84%
- 84 - 100%

Opportunity Areas: Residential and Mixed Use Area 2



Source: City of Stockton; PlaceWorks, 2016.

- Opportunity Areas
- Major Development Projects
- Greater Downtown Area
- 2008 City Limit
- Sphere of Influence
- General Plan Planning Area

Percent of Vacant and Underutilized Land by Census Block

- 0 - 16%
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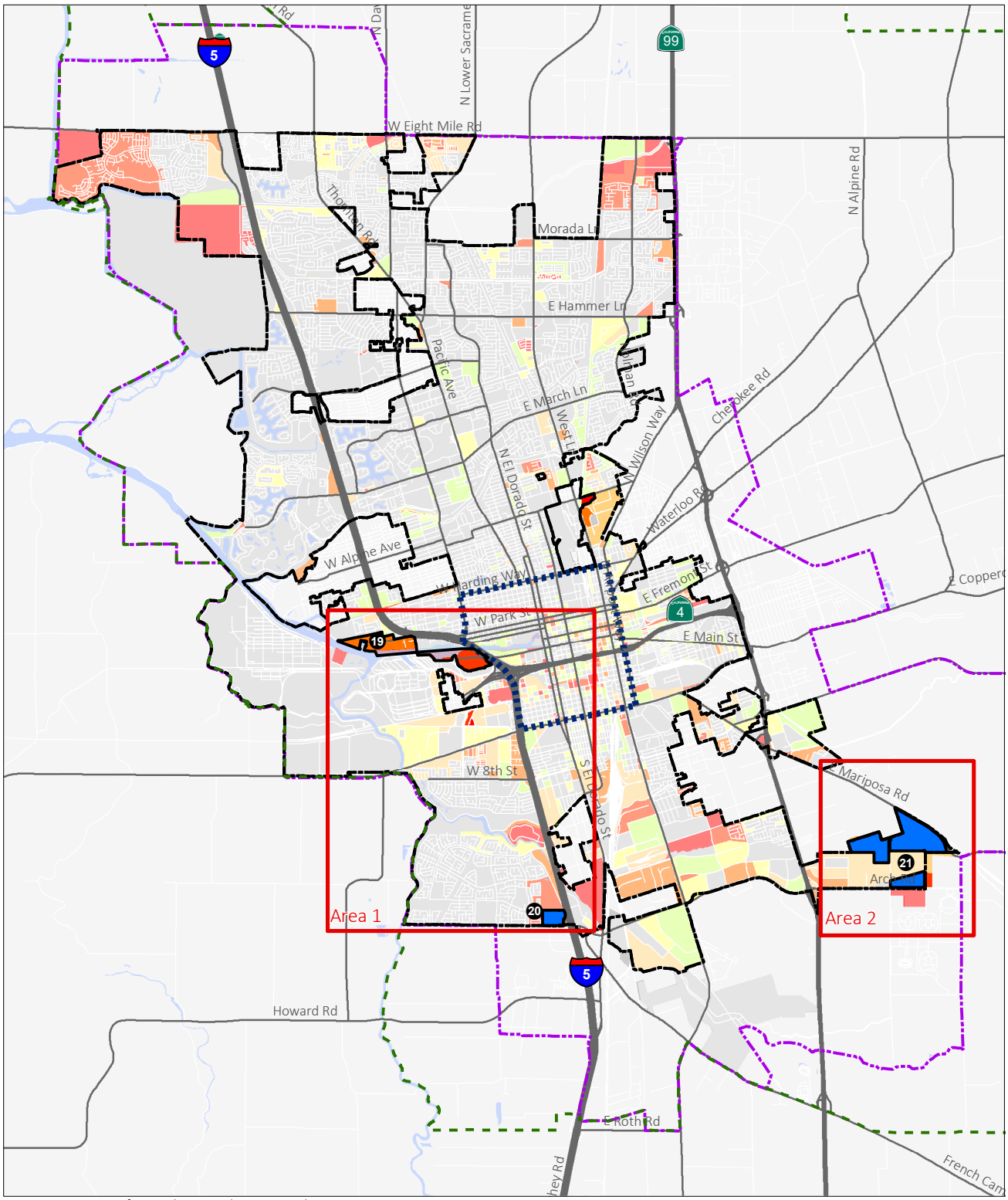
Opportunity Areas: Residential and Mixed Use Area 3



Source: City of Stockton; PlaceWorks, 2016.

- Opportunity Areas
- Major Development Projects
- Greater Downtown Area
- 2008 City Limit
- Sphere of Influence
- General Plan Planning Area

Percent of Vacant and Underutilized Land by Census Block

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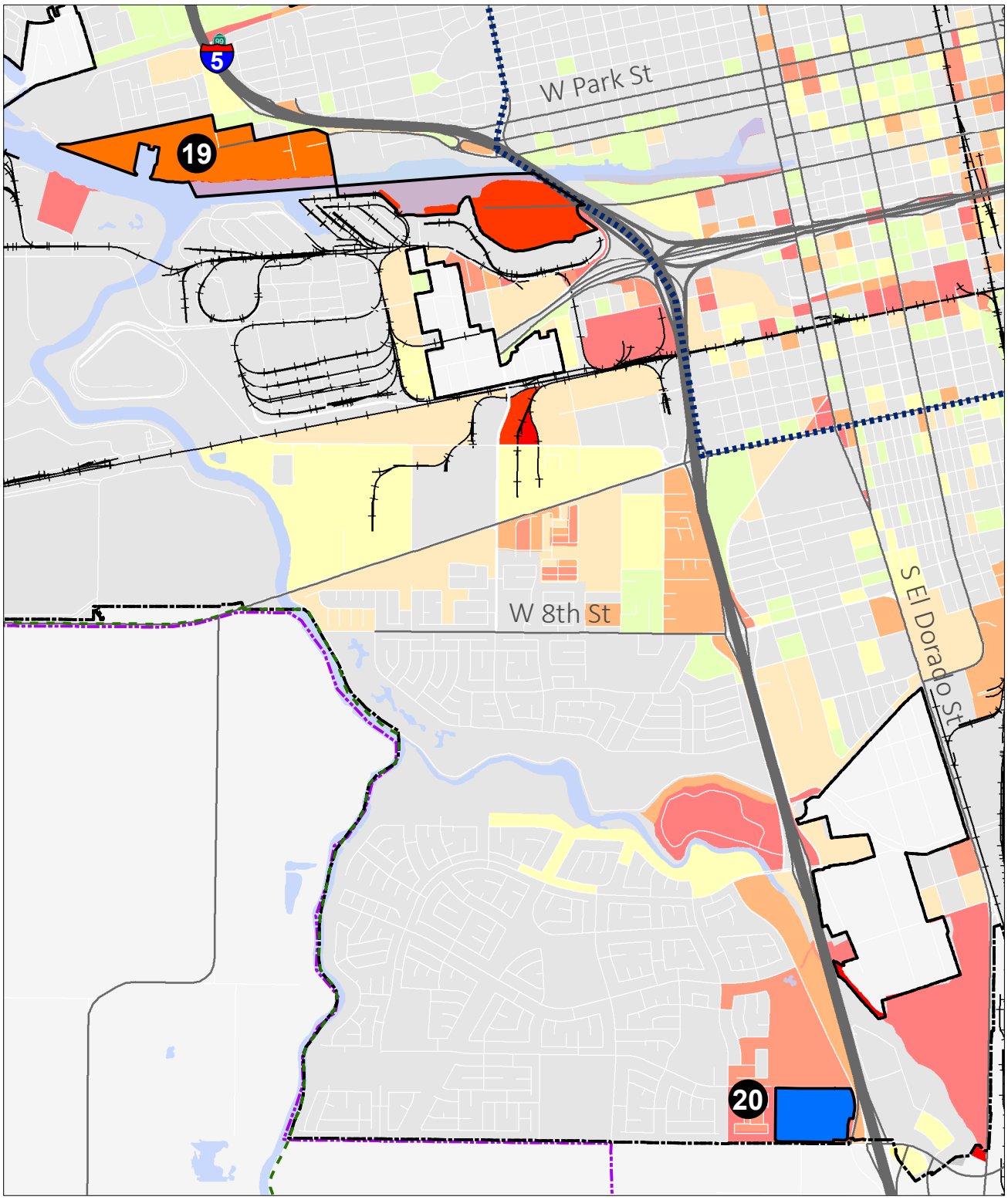
- 45 - 62%
- 62 - 84%
- 84 - 100%

Opportunity Areas: Commercial and Industrial Only Overview



Source: City of Stockton; PlaceWorks, 2016.

- Opportunity Areas
- Major Development Projects
- Greater Downtown Area
- 2008 City Limit
- Sphere of Influence
- General Plan Planning Area

Percent of Vacant and Underutilized Land by Census Block

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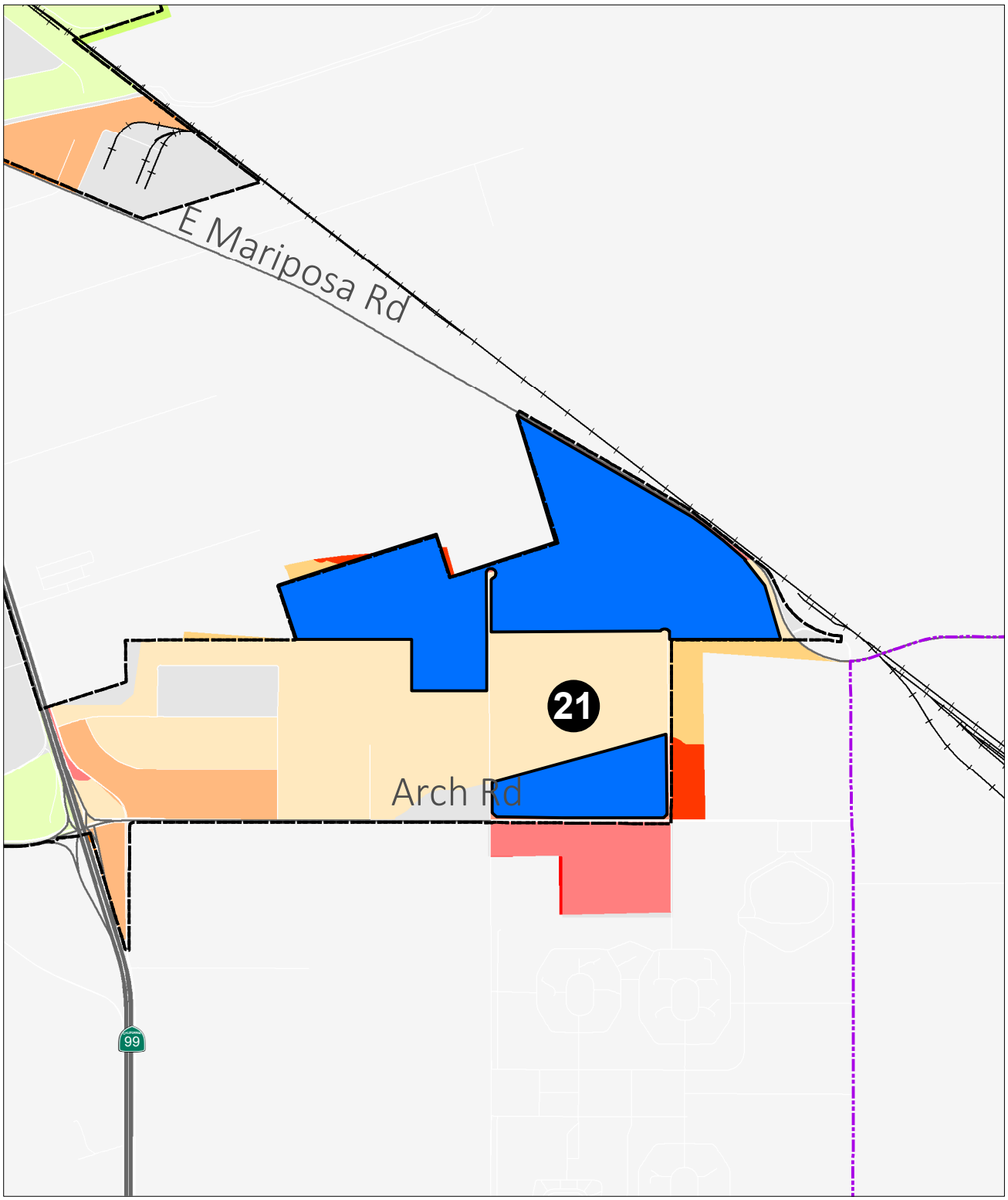
- 62 - 84%
- 84 - 100%

Opportunity Areas: Commercial and Industrial Only Area 1



Source: City of Stockton; PlaceWorks, 2016.

- Opportunity Areas
- Major Development Projects
- Greater Downtown Area
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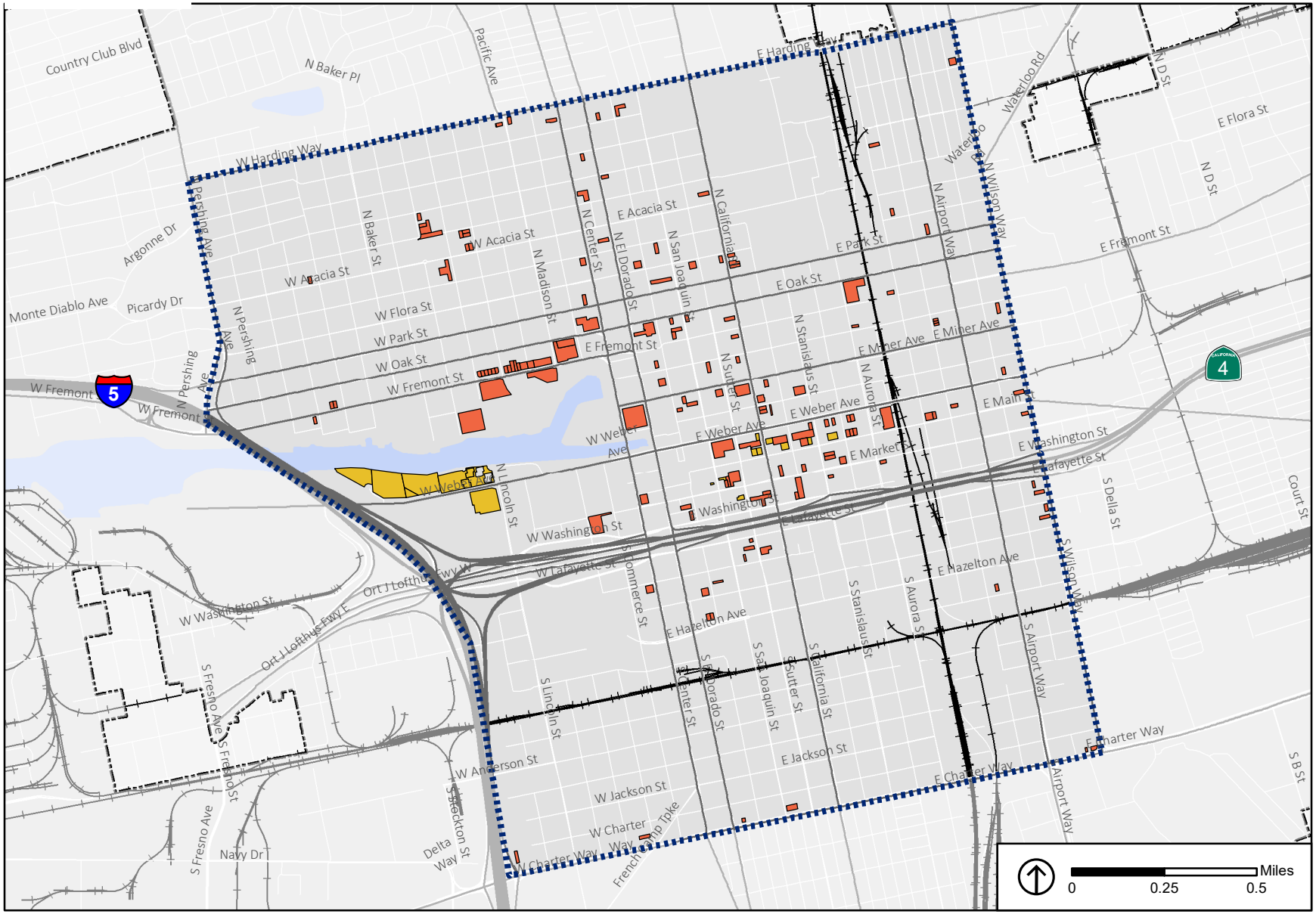
Opportunity Areas:
Commercial and Industrial Only Area 2



Source: City of Stockton; PlaceWorks, 2016.

Surface Parking Lots - 41 acres

City-Owned Non-Parking Properties - 17 acres

Greater Downtown Area

City Limit

Opportunity Area #22:
Downtown Parking Lots and City-Owned Properties

Buildout information for each opportunity area is presented in Table 2-1. This table shows the net new development that could occur in each opportunity area with the land uses anticipated in this report. In some cases, a negative value is shown when an underutilized area is assumed to redevelop for a different use or at a lower intensity.

The buildout information for commercial and industrial development includes both a "maximum development" scenario and a "reduced" scenario that accounts for market demand. The maximum commercial and industrial development potential of all the opportunity areas would exceed the projected citywide demands for those land uses (land use demand projections are discussed in the overview of the market feasibility analysis in Chapter 3 of this report). Therefore, the reduced scenario assumes that development would happen at only 40 percent of the allowed development intensity. See Appendix B for more details about the buildout and the methodology and assumptions used to estimate it.

As shown in Table 2-1, the opportunity areas provide capacity for over 20,000 housing units, over 7,700 of which would be located in the greater Downtown area. Therefore, the opportunity areas in this report provide capacity adequate to meet the City's goals associated with the 2035 General Plan Settlement Agreement.

TABLE 2-1 BUILDOUT SUMMARY OF OPPORTUNITY AREAS

OPPORTUNITY AREA	IN GREATER DOWNTOWN AREA?	RESIDENTIAL BUILDOUT		COMMERCIAL BUILDOUT		INDUSTRIAL BUILDOUT	
		SINGLE-FAMILY (UNITS)	MULTI-FAMILY (UNITS)	MAXIMUM DEVELOPMENT (SF)	REDUCED (MARKET DEMAND) (SF)	MAXIMUM DEVELOPMENT (SF)	REDUCED (MARKET DEMAND) (SF)
1. Project: Westlake Villages	No	2,320	0	0	0	0	0
2. Project: Delta Cove	No	1,550	0	31,000	31,000	0	0
3. Project: North Stockton Projects III	No	2,220	0	0	0	0	0
4. Infill Opportunity	No	0	200	0	0	0	0
5. Project: Cannery Park	No	980	210	1,078,800	1,078,800	1,452,500	1,442,000
6. Infill Opportunity	No	0	530	0	0	0	0
7. Infill Opportunity	No	0	130	57,500	28,700	0	0
8. Infill Opportunity	No	70	290	6,300	3,100	0	0
9. Infill Opportunity	No	150	1,700	765,800	382,900	-128,400	-128,400
10. Infill Opportunity	Yes	0	790	1,974,900	979,000	-14,000	-14,000
11. Infill Opportunity	Yes	0	400	894,700	392,900	0	0
12. Project: Open Window	Yes	0	1,320	-103,200	-103,200	57,300	57,300
13. Infill Opportunity	Yes	0	1,710	4,235,800	2,095,600	-47,800	-47,700
14. Infill Opportunity	Yes	0	80	37,300	18,700	-3,400	-3,400
15. Infill Opportunity	No	0	570	0	0	-340,200	-340,200
16. Infill Opportunity	No	140	750	324,400	154,800	-16,200	-16,200
17. Infill Opportunity	Partial	0	140	30,500	-1,300	0	0
18. Infill Opportunity	No	0	570	259,000	129,500	0	0
19. Infill Opportunity	No	0	-40	-2,000	-2,000	1,981,700	985,300
20. Project: Weston Ranch Town Center	No	0	0	481,000	481,000	0	0
21. Project: NorCal Logistics Center	No	0	0	0	0	6,280,500	2,198,200
22. Parking Lots and City-Owned Infill Sites in Downtown	Yes	0	3,300	7,459,300	3,729,600	0	0
Total		7,410	12,660	17,531,200	9,399,000	9,222,100	4,132,800
Total Units		209,070					
Total Units in the Greater Downtown Area		7,740					

Notes: sf = square feet
Units are rounded to the nearest ten and square footage is rounded to the nearest 100. Numbers may not always add up due to rounding.

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3 ANALYSIS

This chapter evaluates each opportunity area with respect to land use, infrastructure, and market feasibility. This introductory section provides an overview of the approach for each analysis. Following this introduction, Chapter 3 presents a detailed summary of each opportunity area and the results each analysis topic for that area.

Opportunity areas are evaluated relative to each other in order to inform the prioritization of infill development, as directed by the 2035 General Plan Settlement Agreement. For each analysis topic, opportunity areas are ranked with a high, moderate, or low rating relative to each other. This report uses icon symbols to reflect these ratings to provide a quick visual cue of the findings, as shown below.

OVERVIEW OF THE LAND USE ANALYSIS

The land use analysis considers consistency with other City planning documents and land use compatibility to rate the opportunity areas as having low, moderate, or high land use consistency and compatibility.

This Infill Opportunities Report identifies potential zoning changes in some areas with concentrations of vacant and underutilized land in order to promote infill development and catalyze positive change. The land use rating considers whether zoning and General Plan land use designation changes are necessary for this infill development. The analysis also evaluates whether the zoning and General Plan land use designations within each opportunity area are consistent, identifying any inconsistent areas for potential clean-up as part of the General Plan Update.

The land use plan consistency analysis also considers the City of Stockton 2015-2023 Housing Element, which was recently adopted in 2016, and whether infill development as planned in this Infill Opportunities Report is consistent. Figure 4-5 on page 4BR-73 of the Housing Element identifies specific parcels in the city that are opportunity sites for residential development. These sites are important to implementing the goals of the Housing Element by providing the capacity for residential development needed to meet the City's share of the regional housing need at all income levels. These opportunity sites for residential development include vacant sites that are zoned for residential use or for non-residential uses that allow housing. Figure 4-5 of the Housing Element also identifies single small sites on smaller lots that can accommodate smaller, affordable housing types, assumed to be affordable to moderate-income households, as well as low-density residential sites, which are larger and can support larger, higher-value housing types, assumed to be affordable to above moderate-income households. The land use analysis in this Infill Opportunities Report first identifies which opportunity sites, small single sites, and low-density sites for residential development are located within an opportunity area. For any housing sites that are located in an opportunity area, the analysis then determines whether this Infill Opportunities Report proposes a zoning change, and whether any proposed zoning changes would continue to allow housing consistent with what was assumed in the Housing Element.

The land use analysis also evaluates land use compatibility of uses both within each opportunity area and along its edges. In general, a mix of uses in these opportunity areas will help to vitalize the area by locating residents, retail, services, and jobs in close proximity. However, some land uses are typically incompatible, like residential and

industrial, so it can be difficult to avoid conflicts between them. Such incompatibilities are identified in the land use analysis, as well as whether any natural or human-made buffers already exist, such as creeks, roadways, or railroad tracks.

The results of the land use analysis are shown using the following icons:

- Low land use consistency and compatibility: 
- Moderate land use consistency and compatibility: 
- High land use consistency and compatibility: 

OVERVIEW OF THE INFRASTRUCTURE ANALYSIS

The infrastructure analysis considers water, wastewater, and stormwater infrastructure capacity and needs; each of these infrastructure system analyses is described in more detail below. As described below, in addition to evaluating individual opportunity areas, the water infrastructure analysis also includes a "cluster analysis" that accounts for potential cost reductions from nearby development. The wastewater and stormwater infrastructure analyses do not include a cluster analysis. The wastewater analysis necessarily considers regional, cumulative development within a wastewater system as part of the evaluation of individual opportunity areas, so the cluster analysis would be redundant. For the stormwater analysis, on-site detention is usually implemented as development occurs, and, due to the distribution of opportunity areas and the de-centralized nature of stormwater infrastructure in the city, even opportunity areas in close proximity utilize different pump stations to discharge stormwater. Therefore, a cluster analysis is not appropriate for stormwater.

WATER

The water supply infrastructure evaluation considers the status and adequacy of the existing infrastructure and qualitatively identifies the infrastructure required to support anticipated development in each opportunity area. In addition to evaluating individual opportunity areas, the water infrastructure analysis also includes a cluster analysis that accounts for potential infrastructure cost savings that could result from multiple areas utilizing the same infrastructure systems, as described further below.

The results of the water infrastructure analysis are shown using the following icons:

- Low water infrastructure cost: 
- Moderate water infrastructure cost: 
- High water infrastructure cost: 

See also Appendix C for more details on the methodology used to evaluate water infrastructure.

INDIVIDUAL OPPORTUNITY AREAS

To conduct the water supply evaluation, the 2008 Water Master Plan for the City of Stockton and the 2009 Water Supply and Facilities Master Plan for the California Water Service Company were reviewed. The existing pipeline network, booster stations, and storage facilities, along with the plans for expansion of and revisions to these facilities based on the future demands that were developed for those two master plans, were also reviewed. The demands for the opportunity areas were compared to the demands estimated in the two master plans to determine whether the infrastructure plans in the two master plans would be adequate to support the development anticipated in the opportunity areas.

The evaluation of the required infrastructure includes an assessment of the distribution and transmission pipelines that would need to be constructed to supply each opportunity area; transmission pipelines are larger and supply water for larger areas than the distribution pipelines that connect to them. This evaluation involved reviewing how much distribution piping already exists within each opportunity area, how much more distribution piping may be required, the apparent adequacy of existing transmission piping supplying the area, and the likely amount of additional transmission piping that could be required to meet the future demands. The costs for these distribution and transmission pipelines are presented in this analysis qualitatively as a cost per equivalent dwelling unit (EDU), which is a metric used to standardize water demands from different land uses.

The evaluation also considers water supply, booster pumping, and storage requirements through an assessment of average day, maximum day, and fire flow demands. As explained in Appendix C, the supply, booster pumping, and storage infrastructure costs per EDU were found to be very similar among the opportunity areas. Therefore, the comparison of opportunity areas in this chapter focuses on the distribution and piping requirements.

CLUSTER ANALYSIS

The opportunity areas were grouped into clusters, where appropriate, based on both proximity and the source (purveyor) of water, in order to evaluate the potential for infrastructure improvements to benefit or support multiple projects. The clusters are as follows:

- Cluster A – Opportunity Areas #1 and 2.
- Cluster B – Opportunity Areas #3, 4, 5, and 6.
- Cluster C – Opportunity Areas #8 and 9.
- Cluster D – Opportunity Areas #10, 11, 12, 13, 14, 15, 16, 17, 19, and 22.

Opportunity Area #7 was not included in a cluster. While it is close to Opportunity Areas #8 and 9, it is served by the City of Stockton, while Opportunity Areas #8 and 9 are served by Cal Water.

Opportunity Areas #18, 20, and 21 were not included in a cluster because these areas are not located close to any other opportunity areas.

The evaluation of the water infrastructure for each cluster considers the status and adequacy of the existing infrastructure and qualitatively identifies the infrastructure required to support anticipated development. Contrary to the evaluation for the individual opportunity areas, which considers the maximum buildout potential, the cluster analyses are based on reduced buildout estimates. As discussed in Appendix B, the reduced buildout estimates assume that less commercial and industrial development will actually occur than in the maximum buildout scenario in consideration of the development potential of the opportunity areas as a whole compared to the projected market demand. Therefore, the reduced buildout estimates are more regionally-focused, which is appropriate for the cluster analyses.

The following subsections provide the results of the cluster analyses, which are also referenced and summarized for the applicable opportunity area discussions provided later in this chapter.

CLUSTER A – NORTHWEST STOCKTON

Most of these two opportunity areas are currently undeveloped. Only the developed portion of Opportunity Area #1 has existing distribution piping. Development of the rest of this cluster will require a complete distribution system, and significant transmission piping will be required. However, the transmission piping will likely support both projects. This cluster is served by the City of Stockton.

The water infrastructure cost per EDU for this cluster is rated high relative to the other clusters.

CLUSTER B – NORTHEAST STOCKTON

Most of these opportunity areas are currently undeveloped. Only the developed portions have existing distribution piping. Development of the rest of this cluster will require distribution system piping, with transmission piping required for some areas. Significant transmission improvements are likely required to serve the substantial amount of development anticipated in Opportunity Area #5. This cluster is served by the City of Stockton.

Given the significant transmission improvements required for Opportunity Area #5, the water infrastructure cost per EDU for this cluster is rated moderate relative to the other clusters.

CLUSTER C – NORTH OF DOWNTOWN STOCKTON

Most of Opportunity Areas #8 and 9 are currently undeveloped. Only the developed areas have existing distribution piping. Development of the rest of this cluster will require distribution system piping. It is unlikely that any new transmission piping will be required. This cluster is served by Cal Water.

The water infrastructure cost per EDU for this cluster is rated low relative to the other clusters.

CLUSTER D – WEST AND CENTRAL DOWNTOWN STOCKTON

Most of these opportunity areas are currently developed and have distribution piping and transmission piping that is likely to be adequate. It is unlikely that new transmission piping will be required but, for some of the areas, distribution piping and limited transmission piping may be required. The high proposed density tends to result in a lower per-EDU cost. This cluster is served by Cal Water.

The water infrastructure cost per EDU for this cluster is rated low relative to the other clusters.

WASTEWATER

The wastewater infrastructure evaluation considers the status and adequacy of the existing infrastructure and qualitatively identifies the infrastructure required to support anticipated development in each opportunity area. To conduct this evaluation, the 2008 Wastewater Master Plan for the City of Stockton was reviewed, as well as the existing collection system and the plans for expansion of and revisions to these facilities based on the future flows that were developed for the Master Plan. The flows for the opportunity areas were compared to the flows estimated for existing General Plan buildout to determine whether the infrastructure plans in the Master Plan would be adequate to support the development anticipated in the opportunity areas and, if not, to what degree additional improvements would be triggered by a given opportunity area.

The evaluation of the required infrastructure includes an assessment of gravity sewers, pump stations, and force mains. This involved reviewing how much collection system infrastructure already exists within each opportunity area, how much more piping may be required, the apparent adequacy of existing off-site trunk sewers, and the likely amount of additional trunk sewer and pump station upsizing piping that could be required to accommodate the future flows.

A single wastewater treatment plant, the Regional Wastewater Control Facility (RWCF), serves the City of Stockton, so treatment capacity costs are governed by the cumulative effect of all development within the city. The location of development does not affect the cost of providing treatment capacity, so treatment costs were not considered in the comparison of opportunity areas.

For each opportunity area, the "System" number from the 2008 Master Plan is listed, which identifies the subarea of the wastewater collection system. In some cases, the opportunity area is split between multiple subareas (Systems).

The results of the wastewater infrastructure analysis are shown using the following icons:

- Low wastewater infrastructure cost: 
- Moderate wastewater infrastructure cost: 
- High wastewater infrastructure cost: 

See also Appendix D for more details on the methodology used to evaluate wastewater infrastructure.

STORMWATER

Infrastructure costs related to stormwater were qualitatively evaluated based on the total volume of stormwater runoff expected to increase as a result of development in each opportunity area, given that increased stormwater runoff volumes would increase infrastructure costs. To evaluate the stormwater runoff volume changes resulting from expected development in each opportunity area, existing runoff volumes based on current land uses in each area were estimated and contrasted to the runoff volumes expected with future development. Because the City does not have a detailed Storm Drain Master Plan, site-specific improvements related to stormwater are discussed conceptually, unless a site-specific plan is available. Potential costs are provided on a qualitative basis (i.e., "high," "moderate," and "low") using the total increased stormwater runoff volume, combined with any information on existing infrastructure in place, as an indicator. The need for water quality mitigation was also considered, which had a significant impact on potential costs for areas without available space for detention.

In most cases, increased development in the opportunity areas would lead to increased peak runoff, but in one opportunity area, Opportunity Area #14, anticipated development would reduce the required stormwater detention due to changes in land use that cause slower runoff.

The results of the stormwater infrastructure analysis are shown using the following icons:

- Low stormwater infrastructure cost: 
- Moderate stormwater infrastructure cost: 
- High stormwater infrastructure cost: 

See also Appendix E for more details on the methodology used to evaluate stormwater infrastructure.

OVERVIEW OF THE MARKET FEASIBILITY ANALYSIS

The market feasibility analysis rates each of the opportunity areas based on responsiveness to market opportunities and the potential to accommodate uses and activities targeted in the Economic Development Strategic Plan.

PROJECTED LAND USE DEMAND

As reported in the separate Market Analysis Technical Memorandum (July 2016) and summarized in Table 3-1, it is projected that the City of Stockton will experience demand sufficient to absorb between 19,800 and 41,000 new housing units through 2040. This may include between 13,800 and 28,700 new single-family housing units and between 4,100 and 8,600 new multi-family housing units. Similarly, demand sufficient to accommodate up to between 3.3 million and 4.8 million square feet of retail space and between 36 and 48 acres of new automotive-oriented retail development is projected. There is potential demand sufficient to support absorption of up to 7.1 million square feet of new office space, as well as up to 6.2 million square feet of industrial floor area.

TABLE 3-1 LAND USE DEMAND FORECAST, 2015-2040

	2015-2020	2020-2025	2025-2030	2030-2035	2035-2040	TOTAL
LOW GROWTH[a]						
Housing Units	1,604	4,697	4,977	4,508	3,966	19,752
Single-Family	1,123	3,288	3,484	3,155	2,776	13,826
Multi-Family	481	1,409	1,493	1,352	1,190	5,926
Retail Square Feet (Non-Automotive) (Millions)[b]	0.9	0.8	0.9	0.4	0.3	3.3
Retail Acres (Automotive)[c]	10	10	10	3	3	36
Office Square Feet (Millions)[d]	1.1	1.2	1.6	1.6	1.6	7.1
Industrial Square Feet (Millions)[e]	3.1	1.3	0.8	0.5	0.5	6.2
HIGH GROWTH[f]						
Housing Units	7,637	7,702	7,557	8,364	9,769	41,030
Single-Family	5,346	5,392	5,290	5,855	6,838	28,721
Multi-Family	2,291	2,311	2,267	2,509	2,931	12,309
Retail Square Feet (Non-Automotive) (Millions)[b]	1.0	1.1	1.1	0.8	0.9	4.8
Retail Acres (Automotive)[c]	11	12	12	6	7	48
Office Square Feet (Millions)[d]	1.1	1.2	1.6	1.6	1.6	7.1
Industrial Square Feet (Millions)[e]	3.1	1.3	0.8	0.5	0.5	6.2

a. The low-growth scenario is based on population projections published by the California Department of Transportation and assumes that the population residing within the city will grow at the same rate as the county as a whole.
b. Represents the maximum square feet of new development that may be supportable based on projected population growth and the capture of existing retail leakage among all non-automotive retail sales categories (i.e., excluding Motor Vehicle and Parts Dealers and Gasoline Stations). Includes a 5.0 percent vacancy adjustment.
c. Represents the maximum acres of new development that may be supportable based on projected population growth and the capture of existing retail leakage among automotive-oriented retail sales categories, including Motor Vehicle and Parts Dealers and Gasoline Stations. Does not include a vacancy adjustment, since automotive projects are typically built to suit.
d. Based on the projected number of new jobs in industries that typically exhibit the greatest demand for office space, assuming 250 square feet per office job, including adjustments to account for absorption of existing vacant inventory.
e. Based on the projected number of new jobs in industries that typically exhibit the greatest demand for industrial space, assuming 1,000 square feet per industrial job, including adjustments to account for absorption of existing vacant inventory.
f. The high-growth scenario is based on draft population projections published by the San Joaquin Council of Governments and developed by the Center for Business Policy Research at the University of the Pacific.
Sources: U.S. Census Bureau, Census 2010, Summary File 1, 2016; U.S. Census Bureau, 2014 American Community Survey, 2016; Caltrans, Long-Term Socio-Economic Forecasts by County, 2016; University of the Pacific, Center for Business and Policy Research, Draft 2016 Regional Forecast, 2016; Nielson, Retail Market Power, 2016; BAE, 2016.

The responsiveness of the opportunity areas to these market demand projections is summarized in Table 3-2, which compares the anticipated development in each opportunity area to the market demand projections. As shown in the table, the opportunity areas in total could accommodate a significant portion of the anticipated land use demand, particularly for multi-family residential and commercial land uses.

PLANNED AND PROPOSED PROJECTS

The Market Analysis Technical Memorandum also inventories residential, commercial, and industrial developments currently proposed in Stockton and surrounding areas. The planned and proposed project inventory identifies a total of 24 market-rate residential projects under development within the city limit, with a total of approximately 18,950 housing units yet to be developed, including approximately 14,460 single-family and 4,500 multi-family residential units. In addition, the inventory identifies seven below market-rate housing projects under development in Stockton that would provide roughly 380 new multi-family housing units.

If the housing projects described above are fully developed, the city would likely experience sufficient demand to accommodate roughly 420 additional housing units under the low-growth scenario, or around 21,700 additional housing units under the high-growth scenario. Broken down by unit type, the city would experience an oversupply of single-family housing under the low-growth scenario of approximately 630 units, assuming buildout of all existing planned projects, with an additional need for approximately 1,430 additional multi-family units beyond those currently planned and proposed. Under the high-growth scenario, the city would experience sufficient demand to accommodate up to around 14,300 additional single-family housing units and 7,430 additional multi-family housing units beyond those currently planned and proposed. Based on this distribution, multi-family housing is comparatively under-represented in the planned and proposed projects described above. Even under the low-growth scenario, the General Plan Update will need to identify additional opportunities for multi-family housing development. This may include the identification of infill development and redevelopment opportunities, which can place new multi-family housing units in proximity to transportation, employment, services, and retail shopping options.

The project inventory also identifies seven projects with commercial components that are currently under construction and seven more that are at some stage of the planning process. Excluding projects located outside of the existing city limit, the pipeline includes approximately 2.1 million square feet of retail space, 1.2 million square feet of office space, and 13.1 million square feet of industrial real estate floor area. If fully developed, there would likely be sufficient demand remaining to accommodate between 1.2 and 2.7 million square feet of additional retail space and up to 5.9 million square feet of office space beyond what is currently planned and proposed. The current pipeline of industrial development is equal to more than two times the projected demand through 2040, resulting in a potential surplus of industrial space of approximately 6.9 million square feet. Note, however, that the majority of the proposed industrial space would be contained in only two projects, including 5.3 million square feet as part of the Tidewater Crossing project and nearly 6.3 million square feet as part of the NorCal Logistics Center, with an additional 1.4 million square feet in a third project, known as Cannery Park.

MARKET DEMAND AND ECONOMIC DEVELOPMENT GOAL RESPONSIVENESS RANKINGS

For the purpose of this analysis, each opportunity area has been assigned a general ranking that reflects its responsiveness to market opportunities and its potential to accommodate uses and activities targeted in the Economic Development Strategic Plan. This recognizes the projected demand, as well as anticipated future supply, based on the land use demand forecast and planned and proposed projects inventory discussed above. For example, because multi-family residential is underrepresented in the inventory of planned and proposed projects compared to both the high- and low-growth land use demand projections, projects with significant multi-family components were afforded a higher rank with regard to market responsiveness, compared to single-family residential projects.

TABLE 3-2 COMPARISON BETWEEN LAND USE DEMAND FORECAST AND OPPORTUNITY AREA BUILDOUT ESTIMATES

	OPPORTUNITY AREA	IN GREATER DOWNTOWN AREA?	RESIDENTIAL[a]			COMMERCIAL[a,b]	INDUSTRIAL[c]
			SINGLE-FAMILY	MULTI-FAMILY	ALL TYPES		
1	Project: Westlake Villages	No	8% – 17%	0% – 0%	6% – 12%	0% – 0%	0%
2	Project: Delta Cove	No	4% – 8%	3% – 6%	4% – 8%	0% – 0%	0%
3	Project: North Stockton Projects Phase III	No	1% – 3%	0% – 0%	1% – 2%	0% – 0%	0%
4	Infill Opportunity	No	0% – 0%	2% – 3%	0% – 1%	0% – 0%	0%
5	Project: Cannery Park	No	3% – 7%	2% – 4%	3% – 6%	9% – 10%	23%
6	Infill Opportunity	No	0% – 0%	4% – 9%	1% – 3%	0% – 0%	0%
7	Infill Opportunity	No	0% – 0%	1% – 2%	0% – 1%	0% – 0%	0%
8	Infill Opportunity	No	0% – 0%	2% – 5%	1% – 2%	0% – 0%	0%
9	Infill Opportunity	No	1% – 1%	14% – 29%	4% – 9%	3% – 4%	-2%
10	Infill Opportunity	Yes	0% – 0%	6% – 13%	2% – 4%	8% – 9%	0%
11	Infill Opportunity	Yes	0% – 0%	3% – 7%	1% – 2%	3% – 4%	0%
12	Project: Open Window	Yes	0% – 0%	11% – 22%	3% – 7%	-1% – -1%	1%
13	Infill Opportunity	Yes	0% – 0%	14% – 29%	4% – 9%	18% – 20%	-1%
14	Infill Opportunity	Yes	0% – 0%	1% – 1%	0% – 0%	0% – 0%	0%
15	Infill Opportunity	No	0% – 0%	5% – 10%	1% – 3%	0% – 0%	-5%
16	Infill Opportunity	No	0% – 1%	6% – 13%	2% – 5%	1% – 1%	0%
17	Infill Opportunity	Partial	0% – 0%	1% – 2%	0% – 1%	0% – 0%	0%
18	Infill Opportunity	No	0% – 0%	5% – 10%	1% – 3%	1% – 1%	0%
19	Infill Opportunity	No	0% – 0%	0% – -1%	0% – 0%	0% – 0%	16%
20	Project: Weston Ranch Town Center	No	0% – 0%	0% – 0%	0% – 0%	4% – 5%	0%
21	Project: NorCal Logistics Center	No	0% – 0%	0% – 0%	0% – 0%	0% – 0%	35%
22	Parking Lots and City-Owned Infill Sites in Downtown	Yes	0% – 0%	27% – 56%	8% – 17%	31% – 36%	0%
	Total, All Sites		**18% – 37%**	**106% – 220%**	**44% – 92%**	**79% – 90%**	**67%**

a. Figures are based on the reduced buildout of each opportunity area that accounts for market demand (i.e., not the maximum buildout), compared to projected demand for each land use under the high-growth and low-growth scenarios, respectively.
b. Includes projected demand for non-automotive retail uses, as well as office uses. Note that the land use demand projections included both a high-growth and a low-growth scenario for retail demand, but only one set of projections for office demand.
c. Includes projected demand for industrial uses only. Note that the land use demand projections included only one set of numbers for industrial land uses, rather than providing both a high-growth and a low-growth scenario.
Sources: U.S. Census Bureau, Census 2010, Summary File 1, 2016; U.S. Census Bureau, 2014 American Community Survey, 2016; Caltrans, Long-Term Socio-Economic Forecasts by County, 2016; University of the Pacific, Center for Business and Policy Research, Draft 2016 Regional Forecast, 2016; Nielson, Retail Market Power, 2016; PlaceWorks, 2016; Bay Area Economics, 2016.

The buildout potential of each opportunity area is also compared to the infill development goals of the 2035 General Plan Settlement Agreement and the priorities outlined in the Stockton Economic Development Strategic Plan. Opportunity areas that provide for housing development or rehabilitation in the greater Downtown area were ranked higher, as were those that offer development opportunities that align with the Economic Development Strategic Plan. For example, there are a number of opportunity areas in the greater Downtown area that would require considerable effort to assemble the multiple parcels necessary for development. These areas would also require the removal of existing structures prior to redevelopment. However, these areas can accommodate the construction of additional housing in the Downtown, which is a high priority of the City. In terms of responsiveness to the priorities identified in the Economic Development Strategic Plan, projects like the NorCal Logistics Center are reasonably well positioned in proximity to an array of important transportation options, including major air and rail facilities and trucking routes. Thus, that project could support growth in the logistics and distribution sector, which is specifically targeted in the Strategic Plan. That project, therefore, received a higher ranking than it might otherwise, given the general oversupply of industrial development potential in the planned and proposed inventory.

The list of opportunity areas is also evaluated based on the presence of major constraints to development or market absorption. Opportunity areas located in proximity to supporting and/or complementary land uses are ranked higher than areas that are more isolated. For example, opportunity areas that offer considerable commercial development potential were screened to identify whether there is reasonable support by surrounding residential developments, or whether the commercial development would rely on a more regional draw. If likely to require a more regional draw, the areas were further screened in consideration of factors such as whether there is good access to regional transportation infrastructure. Also, vacant areas receive higher rankings compared to areas that feature considerable existing development, recognizing that the relocation of existing households and businesses and the demolition of existing structures can add significantly to the complexity and cost associated with the development process. Similarly, areas that are comprised of multiple parcels, or that are spread across multiple blocks separated by the existing street grid, were given lower rankings compared to contiguous sites. This, again, is due to the added complexity and cost associated with developments that use a scattered sites approach. While these areas may still represent important infill opportunities, development and/or redevelopment will likely represent longer-term opportunities.

The results of the market demand analysis are shown using the following icons:

- Low responsiveness to market opportunities and economic development goals:
- Moderate responsiveness to market opportunities and economic development goals:
- High responsiveness to market opportunities and economic development goals:

OPPORTUNITY AREA #1

Opportunity Area #1 comprises an approved project called Westlake Villages located west of Interstate 5 and north of Bear Creek and Disappointment Slough. The opportunity area is 680 acres and approved for 2,630 housing units and 13 acres of commercial use. A 15-year development agreement for this project went into effect on October 14, 2004. Construction of Westlake Villages is currently underway and full buildout is expected to occur within five to eight years.

Existing development and buildout information is summarized below.

	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**320**	**0**	**0**	**0**
BUILDOUT	**2,630**	**0**	**0**	**0**

LAND USE

As shown on the figure on the following page, Opportunity Area #1 is currently zoned Mixed Use. This Infill Opportunities Report does not consider or propose any changes to this zoning designation.

GENERAL PLAN AND ZONING CONSISTENCY

The entirety of Opportunity Area #1 is designated by the General Plan and zoned by the Development Code for mixed use, which is a designation that is consistent with the planned Westlake Villages project that includes residential and commercial uses.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #1 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The planned mixed-use development does not conflict with any of the surrounding planned uses. Planned land uses for areas within the city limit are outlined in the zoning map, which shows low-density residential adjacent to this opportunity area. The planned land uses for areas outside the city limit are identified in the City's General Plan, including Village, Low Density Residential, Medium Density Residential, Parks and Recreation, and Institutional land use designations, which are also compatible with mixed use.

LAND USE ANALYSIS SUMMARY

The planned Westlake Villages project that comprises Opportunity Area #1 is consistent with the existing General Plan and zoning maps and the Housing Element. The project is also compatible with the surrounding planned land uses. Therefore, this opportunity area is ranked as having high land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: High

INFRASTRUCTURE

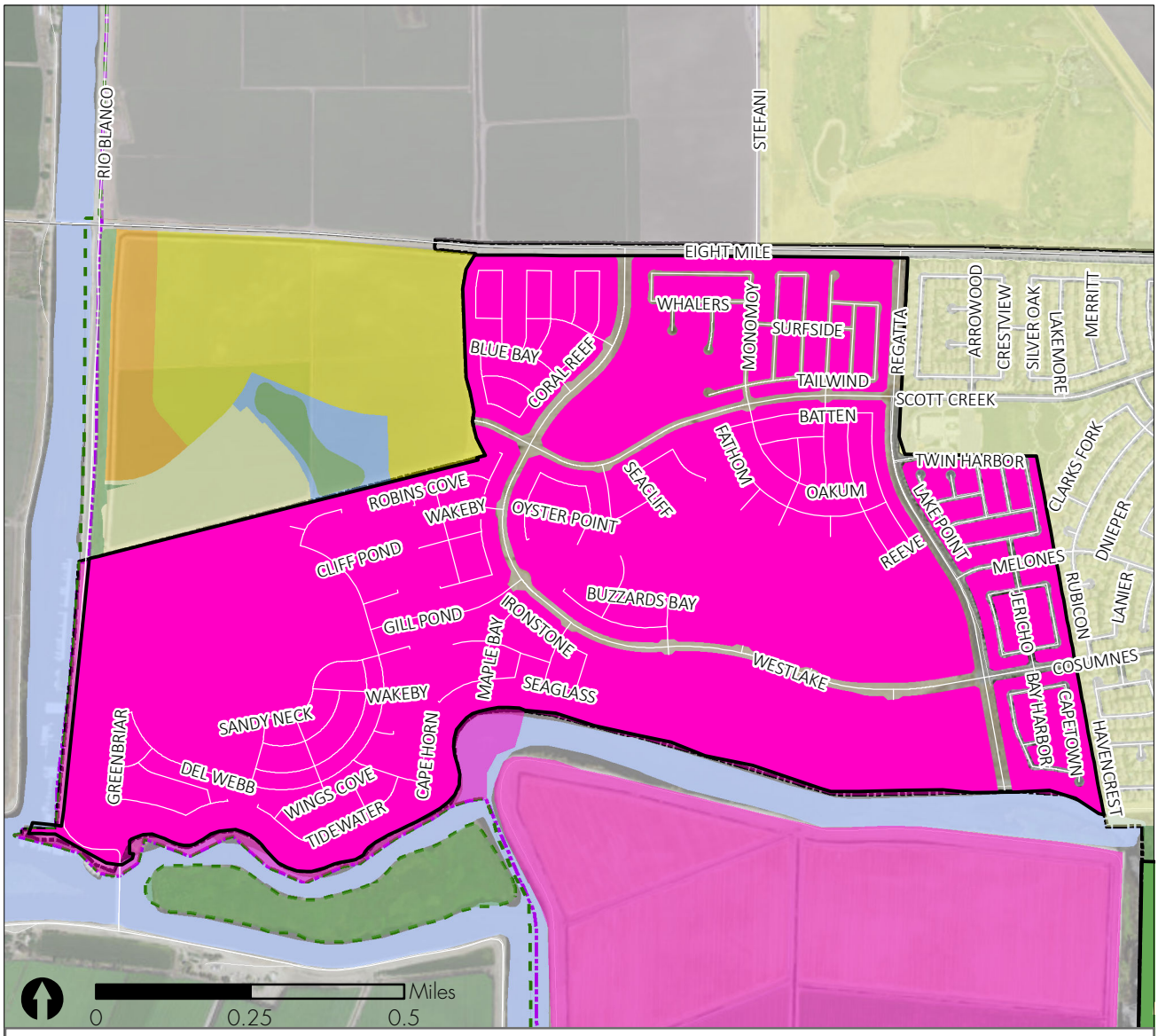
WATER

This area was planned for development in the 2008 Water Master Plan, but is currently undeveloped except for a small portion on the east side. Other than the area that is currently developed, there is no distribution network piping. A complete distribution piping network will be required, along with significant transmission mains to supply the area, as there are no transmission mains that currently connect this area to the piping network.

The water infrastructure cost per EDU for this opportunity area is rated high relative to the other opportunity areas, although costs will be somewhat offset by the large number of EDUs that will be supported.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster A, which includes Opportunity Area #1, would still be rated as a high infrastructure cost per EDU. This high cost rating is due to the need for a complete distribution system and significant transmission piping throughout the majority of this cluster that is currently undeveloped. Therefore, the cluster analysis would not change the rating for Opportunity Area #1.

Relative Water Infrastructure Cost: High



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 1
Land Use Analysis

WASTEWATER

This opportunity area is located within System 10. A complete on-site collection system will be required to serve planned development. There are existing trunk sewers immediately adjacent to the site, but some on-site trunk sewer extensions will be needed given the size of the development. A trunk sewer passing through the development area would need to be sized larger to accommodate planned growth from future upstream development. Downstream (off-site) trunk sewers generally have adequate capacity. The opportunity area is served by the 14 Mile Slough Pump Station, which has planned major upgrades necessary to accommodate growth, including within this opportunity area. Opportunity Area #1 represents a portion of the area benefitting from a future project - a parallel Westside Force Main from 14-Mile Slough Pump Station to the RWCF, which is a very large infrastructure improvement. The force main would be triggered by cumulative development, not by the Westlake Villages project alone.

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas because the high cost of the downstream infrastructure needs will be shared by a large amount of planned growth.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

The available information on stormwater infrastructure is incomplete for this area and, while preliminary planning for the Westlake Villages project has been completed, no infrastructure has been put in place. A pump station that would release to the South Mokolumne River, as well as complete neighborhood drainage facilities and on-site detention, would be required. Anticipated development of the Westlake Villages project would create one of the highest amounts of new stormwater runoff among the opportunity areas, and, particularly if pump station upgrades are necessary, would result in a high cost of stormwater infrastructure relative to the other opportunity area.

Relative Stormwater Infrastructure Cost: High

MARKET FEASIBILITY

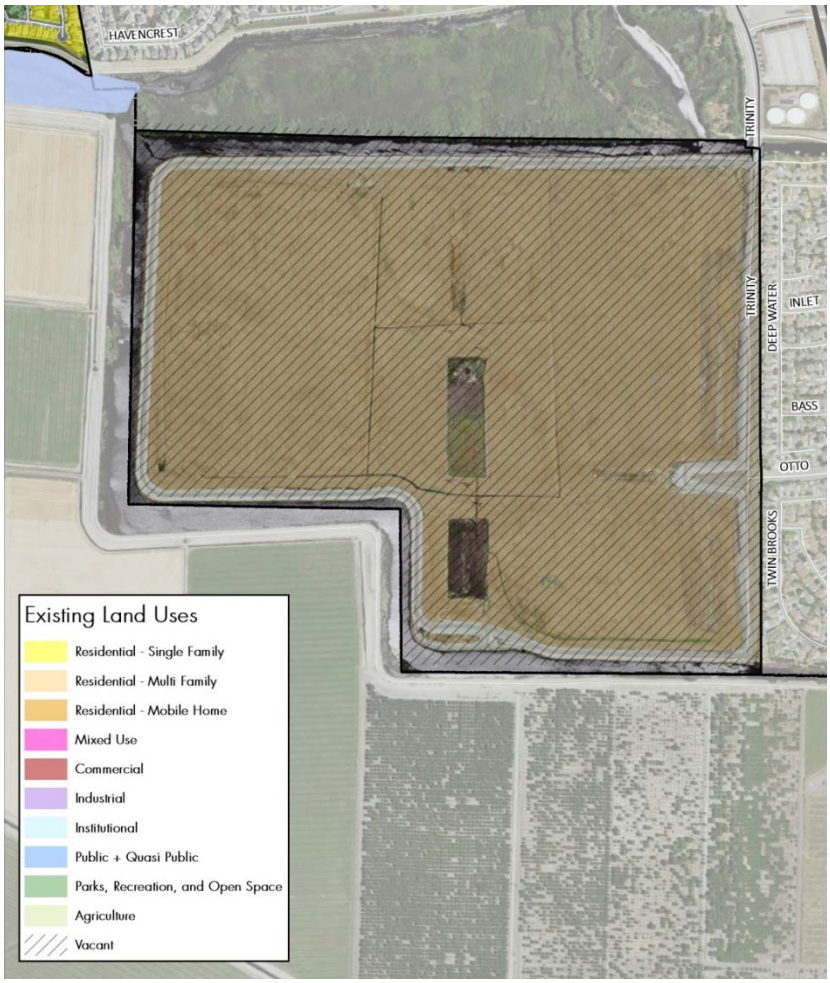
The Westlake Villages project represents the remaining residential component of the Spanos Park West development. The Spanos Park West development is already largely built out. Covering 680 acres, the Westlake Villages project is currently under construction with an anticipated yield of 2,630 single-family housing units and building permits for about 320 units already issued as of April 2016. If developed in a similar fashion to the remainder of the Spanos Park West area, the units are likely to represent larger, higher-end homes. For example, existing housing units currently listed for sale include units with three to six bedrooms, ranging in size from around 2,000 square feet to 3,300 square feet, priced from just over $300,000 to nearly $500,000. These will primarily be marketed toward higher-income professional households and out-commuters. The units in this development represent approximately 12 percent of the current inventory of planned and proposed housing units and around 16 percent of the planned and proposed single-family housing inventory. This project would be sufficient to absorb approximately 12 percent of the total projected housing demand through 2040 under the low-growth scenario and 6 percent under the high-growth scenario. Planned development would meet 17 percent of the projected single-family housing demand under the low-growth scenario or 8 percent under the high-growth scenario. While this project will likely absorb a notable portion of the projected housing demand, the project includes only single-family units and is likely to build out over the next few years, meaning that the site will not help the city address its longer-term capacity needs.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Low

OPPORTUNITY AREA #2

Opportunity Area #2 comprises an approved project called Delta Cove (also known as the Atlas Tract and The Preserve) located adjacent to and west of the Twin Creeks Estates Subdivision, south of the Spanos Park West Development and Bear Creek, and both east and north of the Shima Tract and Mosher Slough. The 360-acre planned development is approved for about 1,550 housing units and 3 acres of commercial use. There is not a development agreement in place for this project; as of April 2015, the developer estimates full buildout in seven to ten years.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	0	0	0	0
BUILDOUT	1,160	380	31,000	0

LAND USE

As shown on the figure on the following page, Opportunity Area #2 is currently zoned Residential – Low, – Medium, and – High, as well as Commercial - Neighborhood, Public Facilities, and Open Space. This Infill Opportunities Report does not consider or propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The zoning described above and shown in the figure on the following page are consistent with the General Plan land use designations for this area. These designations are also consistent with the planned Delta Cove project.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #2 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The Delta Cove project includes a variety of compatible uses, including residential, commercial, public, and open space. These uses are also compatible with the surrounding planned land uses as reflected in the zoning map, which include low density residential, mixed use, and open space.

LAND USE ANALYSIS SUMMARY

The planned Delta Cove project that comprises Opportunity Area #2 is consistent with the existing General Plan and zoning maps and the Housing Element. The planned uses are compatible both internally and with the surrounding planned land uses. Therefore, this opportunity area is ranked as having high land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: High

INFRASTRUCTURE

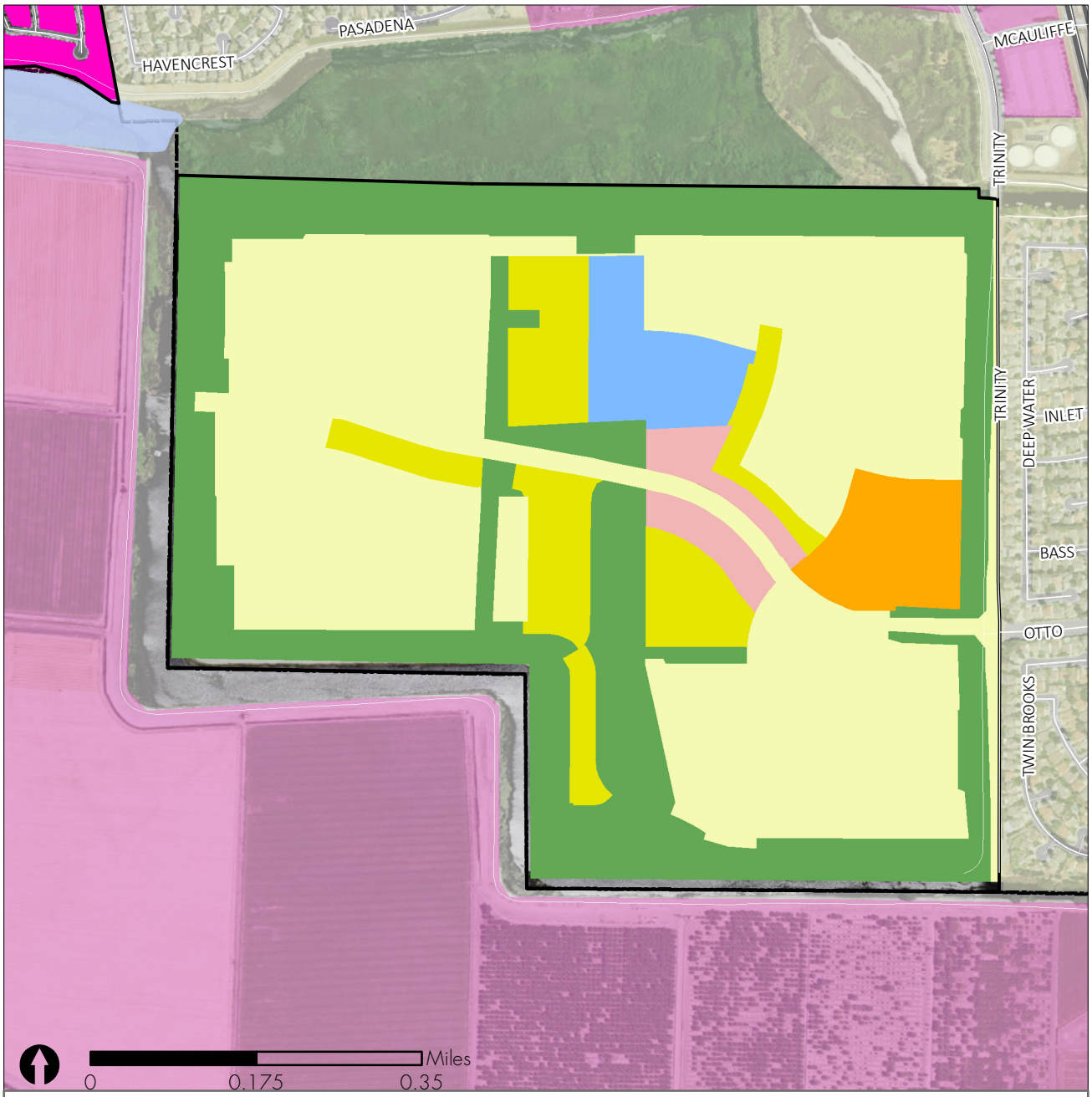
WATER

This area was not planned for development in the 2008 Water Master Plan and is currently undeveloped. There is no distribution network piping within the area. A complete distribution piping network will be required, along with significant transmission mains to supply the area.

The water infrastructure cost per EDU for this opportunity area is rated high relative to the other opportunity areas, although costs will be somewhat offset by the large number of EDUs that will be supported.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster A, which includes Opportunity Area #2, would still be rated as a high infrastructure cost per EDU. This high cost rating is due to the need for a complete distribution system and significant transmission piping throughout the majority of this cluster that is currently undeveloped. Therefore, the cluster analysis would not change the rating for Opportunity Area #2.

Relative Water Infrastructure Cost: High



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood

- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use

- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 2
Land Use Analysis

WASTEWATER

This opportunity area is located within System 10. A complete on-site collection system will be required to serve planned development. There are existing trunk sewers immediately adjacent to the site, but some on-site trunk sewer extensions will be needed given the size of the development. Downstream (off-site) trunk sewers generally have adequate capacity. The opportunity area is served by the 14 Mile Slough Pump Station, which has planned major upgrades necessary to accommodate growth, including within this opportunity area. Opportunity Area #2 represents a portion of the area benefitting from a future project – a parallel Westside Force Main from 14-Mile Slough Pump Station to the RWCF, which is a very large infrastructure improvement. The force main would be triggered by cumulative development, not by the Delta Cove project alone.

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas because the high cost of the downstream infrastructure needs will be shared by a large amount of planned growth.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

There is no existing stormwater infrastructure for Opportunity Area #2, and it is currently undeveloped. Drainage could be connected to the existing development to the east, but a dry land levee lies between the two areas and the pump station for the original development would not likely have the capacity for the new development in Opportunity Area #2, which is three times its size. Therefore, it is likely that neighborhood drainage, as well as a pump station retrofit, or a new pump station discharging to Mosher Slough, as indicated in the City's 2008 Conceptual Storm Drain Master Plan, would be necessary to implement the Delta Cove project. There is available space and a plan for on-site detention, as well. Of the 21 opportunity areas that would generate new runoff, anticipated development of the Delta Cove project would create the fifth highest amount of new stormwater runoff, resulting in a high cost of stormwater infrastructure relative to the other opportunity areas.

Relative Stormwater Infrastructure Cost: High

MARKET FEASIBILITY

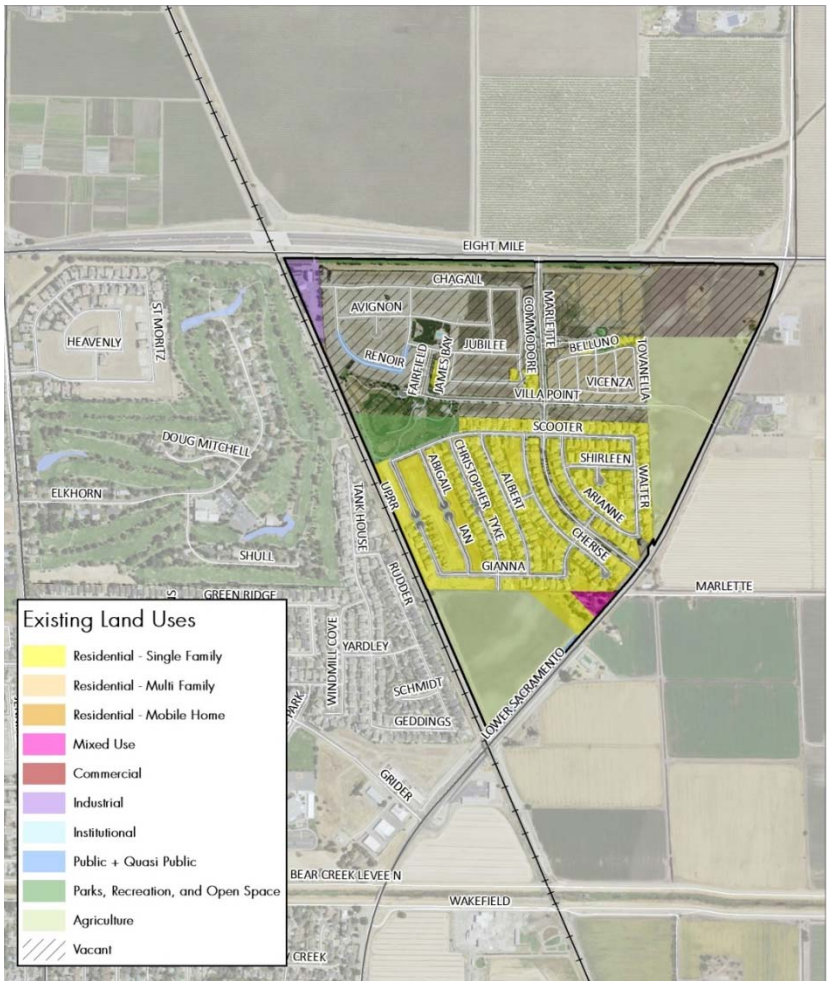
If fully developed, the Delta Cove project would yield a total of about 1,550 housing units, including 1,160 single-family homes and 380 multi-family housing units. These units would likely be positioned as higher-end housing that can take advantage of the north Stockton location, with proximity to the new Park West Place shopping center. This project would be sufficient to absorb approximately 8 percent of the projected housing demand through 2040 under the low-growth scenario and 4 percent under the high-growth scenario. This includes between 4 and 8 percent of the projected demand for single-family housing and between 3 and 6 percent of projected multi-family housing demand. Development of the Delta Cove project will also put additional housing in proximity to the Park West Place shopping center, which will help to support both existing and new commercial development at that location. The Delta Cove project will also include approximately 12,000 square feet of retail development and 3,000 square feet of office space, which would absorb less than 1 percent of the projected retail and office development potential through 2040. While this project will likely build out in the near future, it represents one of the few projects in the current planned and proposed inventory that includes multi-family housing, with proximity to retail shopping opportunities.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #3

Opportunity Area #3 comprises the approved North Stockton Projects, Phase III, located south of Eight Mile Road and east of the Union Pacific Railroad. The opportunity area is 390 acres and approved for 2,460 housing units. As of April 2016, approximately 2,040 building permits had been issued, although existing land use data only show about 240 existing constructed units.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**240**	**0**	**0**	**0**
BUILDOUT	**2,460**	**0**	**0**	**0**

LAND USE

As shown on the figure on the following page, Opportunity Area #3 is currently zoned Residential – Low, Residential – High, and Commercial – General. This Infill Opportunities Report does not consider or propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The zoning described above and shown in the figure on the following page are consistent with the General Plan land use designations for this area. These designations are also consistent with the planned North Stockton Projects, Phase III.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The area zoned Residential – High Density and Commercial – General in the northwest and northeast corners of this opportunity area are identified as opportunity sites available for residential development (Opportunity Sites B1-2 and B1-10) in the City of Stockton 2015-2023 Housing Element. This Infill Opportunities Report does not consider or propose any changes to the existing zoning, which currently allows housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The North Stockton Projects, Phase III, include a variety of compatible uses, including low and high density residential and commercial. These uses are also compatible with the surrounding planned land uses. Planned land uses for areas within the city limit are outlined in the zoning map, which shows low density residential adjacent to this opportunity area. The planned land uses for areas outside the city limit are identified in the City's General Plan, including Village, Commercial, and Low-Density Residential land use designations.

LAND USE ANALYSIS SUMMARY

The planned North Stockton Projects, Phase III, which comprise Opportunity Area #3, are consistent with the existing General Plan and zoning maps and the Housing Element. The planned uses are compatible both internally and with the surrounding planned land uses. Therefore, this opportunity area is ranked as having high land use consistency and compatibility.

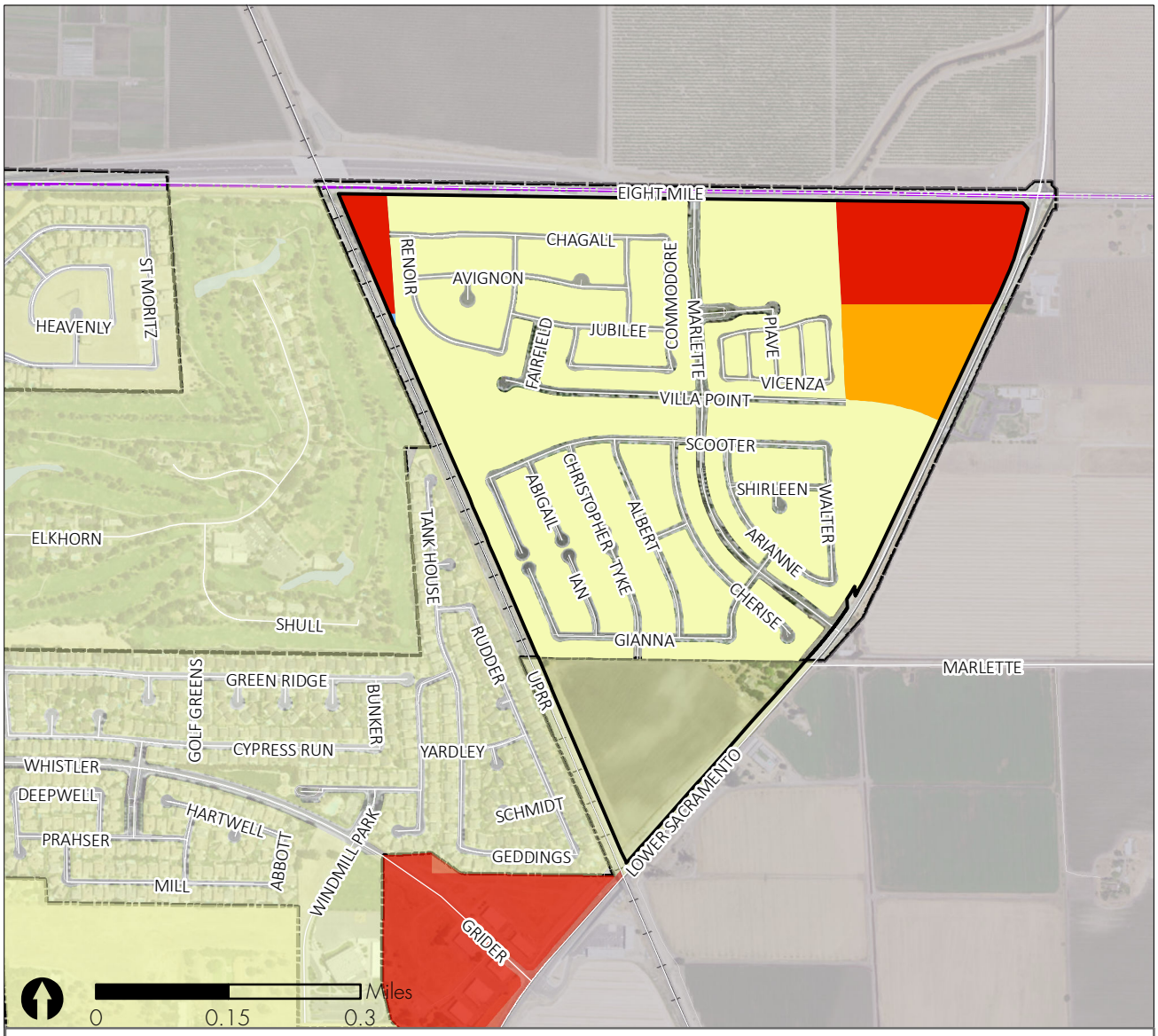
Relative Land Use Consistency & Compatibility: High

INFRASTRUCTURE

WATER

This area was planned for development in the 2008 Water Master Plan and is currently partially developed. There is a significant amount of the distribution network piping already in place, both for the areas that are already developed, and for some of the areas where development has not been completed. Additional distribution piping network and water mains in Eight Mile Road and Lower Sacramento Road will be required.

The water infrastructure needs include the mains identified above and distribution piping. Therefore, the infrastructure cost per EDU is rated moderate relative to the other opportunity areas.



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 3
Land Use Analysis

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster B, which includes Opportunity Area #3, would be rated as a moderate infrastructure cost per EDU, mainly due to the significant transmission improvements required for Opportunity Area #5. Therefore, the cluster analysis shows no benefit to Opportunity Area #3.

Relative Water Infrastructure Cost: Moderate

WASTEWATER

This opportunity area is located within System 10. There are existing trunk sewers immediately adjacent to the site, but some on-site trunk sewer extensions will be needed given the size of the development. A relatively short off-site trunk sewer extension will be required, as well as the on-site collection system. Downstream (off-site) trunk sewers generally have adequate capacity. The opportunity area is served by the 14 Mile Slough Pump Station, which has planned major upgrades necessary to accommodate growth, including within this opportunity area. Opportunity Area #3 represents a portion of the area benefitting from a future project - a parallel Westside Force Main from 14-Mile Slough Pump Station to the RWCF, which is a very large infrastructure improvement. The force main would be triggered by cumulative development, not by the North Stockton Projects, Phase III, alone.

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas because the high cost of the downstream infrastructure needs will be shared by a large amount of planned growth.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

The stormwater infrastructure is incomplete for the North Stockton Projects, Phase III development, but earlier phases of construction have included storm trunk lines, a detention basin park, and a pump station discharging to Pixley Slough. The southern tip of the opportunity area is not currently annexed into the City, and no infrastructure information is available for that area. It is estimated that more than 50 percent of needed stormwater infrastructure is already in place for this opportunity area and, considering the total volume of potential runoff increase, as well as the significant amount of construction already completed, the overall cost of improvements is ranked moderate.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

The North Stockton Projects, Phase III, consist of an assortment of residential developments that are currently nearing buildout. The total anticipated yield of these projects was approximately 2,460 single-family housing units upon project initiation. The units are primarily positioned as larger, higher priced homes, as is consistent with historic development patterns in north Stockton. As of April 2016, building permits had been issued for about 2,040 housing units, with permits for 410 units remaining to be issued. These remaining units, which are currently under development, would be sufficient to absorb approximately 2 percent of the new housing demand projected through 2040, or around 3 percent of the projected single-family housing demand. Because these projects are nearing full buildout, contribution to the absorption of projected future housing demand would not be significant, and as single-family projects, the anticipated undersupply of multi-family housing would not be addressed.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Low

OPPORTUNITY AREA #4

Opportunity Area #4 is located between Morada Lane and Sutherland Drive, west of N W Lane. The opportunity area is approximately 15 acres in size. Most of the land is currently vacant (about 13 acres); approximately 2 acres are used for residential purposes, but were identified as underutilized by the improvement-to-land value analysis described in Chapter 1.

Existing development and buildout information is summarized below. The buildout estimates assume that the zoning for this opportunity area will change from low to medium density residential, as discussed further in the land use analysis.

	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	0	3	0	0
BUILDOUT	0	210	0	0

LAND USE

The proposed zoning within Opportunity Area #4 is shown on the figure on the following page. The entire opportunity area is currently zoned Residential – Low Density. Changing the zoning to Residential – Medium Density would provide some opportunities for multi-family housing in a predominantly single-family area in close proximity to schools and retail.

GENERAL PLAN AND ZONING CONSISTENCY

The current General Plan land use designations are consistent with the zoning for this area. The proposed zoning change would require a corresponding change to the General Plan land use designation.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #4 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The planned medium density residential use does not conflict with any of the surrounding planned uses. Planned land uses for areas within the city limit are outlined in the zoning map, which shows low density residential and neighborhood commercial adjacent to this opportunity area. A small portion of the opportunity area borders the city limit; the General Plan designates the area outside the city limit, adjacent to the opportunity area, as Village, which is also compatible with low density residential.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #4 would require changing the General Plan land use designation and zoning district as described above; these land uses do not conflict with the Housing Element. The planned land uses are also compatible with the surrounding planned land uses. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency and Compatibility: Moderate

INFRASTRUCTURE

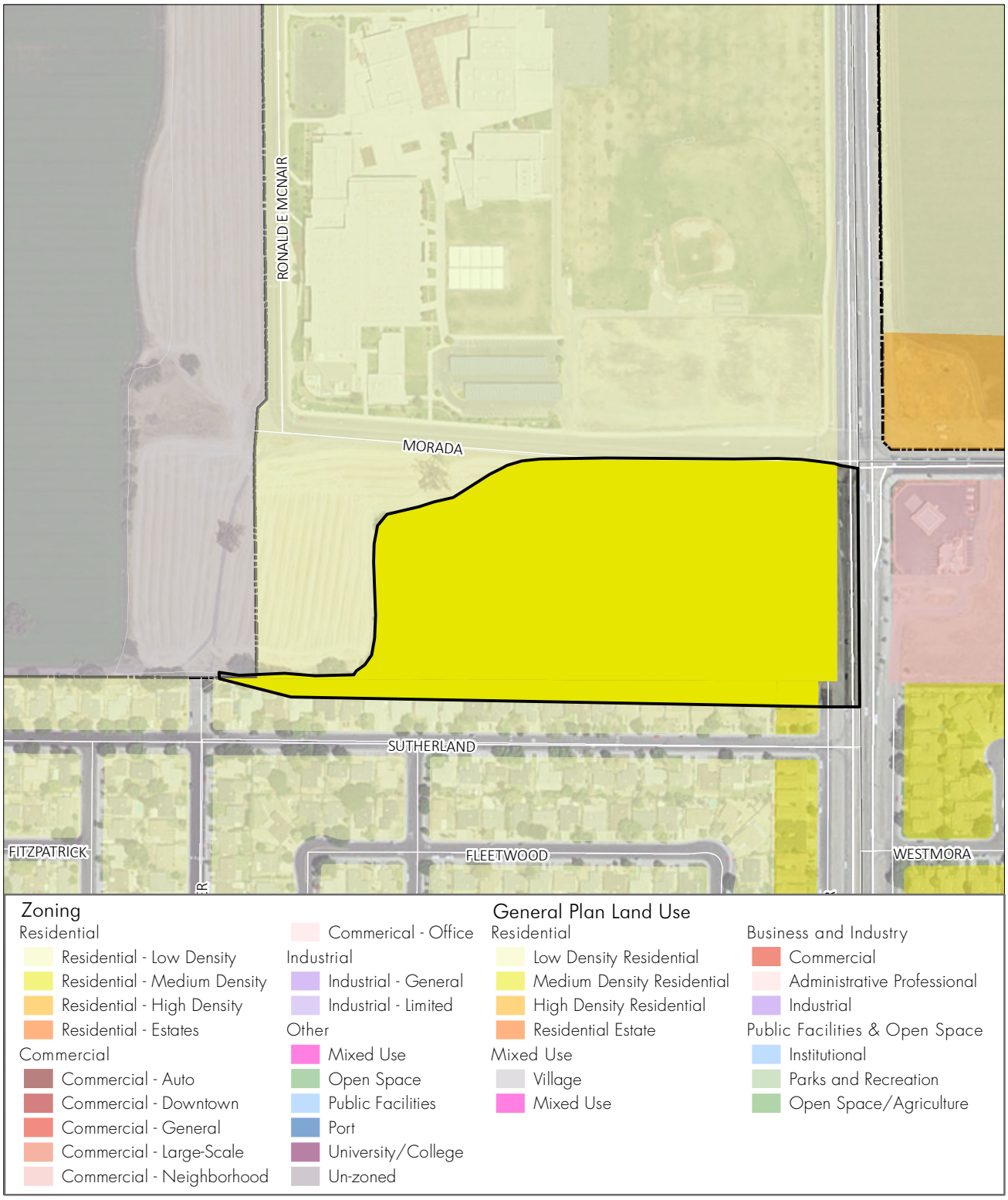
WATER

This area was planned for development in the 2008 Water Master Plan, but is currently undeveloped. There is no distribution network piping within the existing site, although the site is adjacent to existing transmission piping. A complete distribution piping network will be required for the area.

Because it appears the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster B, which includes Opportunity Area #4, would be rated as a moderate infrastructure cost per EDU, mainly due to the significant transmission improvements required for Opportunity Area #5. Therefore, the cluster analysis shows no benefit to Opportunity Area #4.

Relative Water Infrastructure Cost: Low



Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 4
Land Use Analysis

WASTEWATER

This opportunity area is located within System 10. A complete on-site collection system will be required to serve anticipated development. The proposed land uses would potentially double the ADWF over previously planned flows; however, the overall magnitude of the flow is relatively small and existing downstream (off-site) trunk sewers generally have adequate capacity. Furthermore, there are existing trunk sewers immediately adjacent to the site, so the cost of new collection system infrastructure would be relatively low. The opportunity area is served by the 14-Mile Slough Pump Station, which has already been upgraded to convey the flow from this opportunity area.

The qualitative cost for this opportunity area is low relative to the other opportunity areas due to the existing infrastructure.

Relative Wastewater Infrastructure Cost: Low 

STORMWATER

The available information on stormwater infrastructure is incomplete for this area, but City data indicates the existence of nearby neighborhood drainage facilities, and it is likely that the area would drain north to Bear Creek, where there is an existing pump station. While the existing area is currently draining to adjacent parcels, new development would likely cause the timing of the peak and total volume of stormwater to increase, requiring detention and drainage connections and on-site detention. Opportunity Area #4 would generate a relatively low volume of increased runoff, ranking 13th among the 21 opportunity areas with an increase in runoff, with a low overall cost of implementation.

Relative Stormwater Infrastructure Cost: Low 

MARKET FEASIBILITY

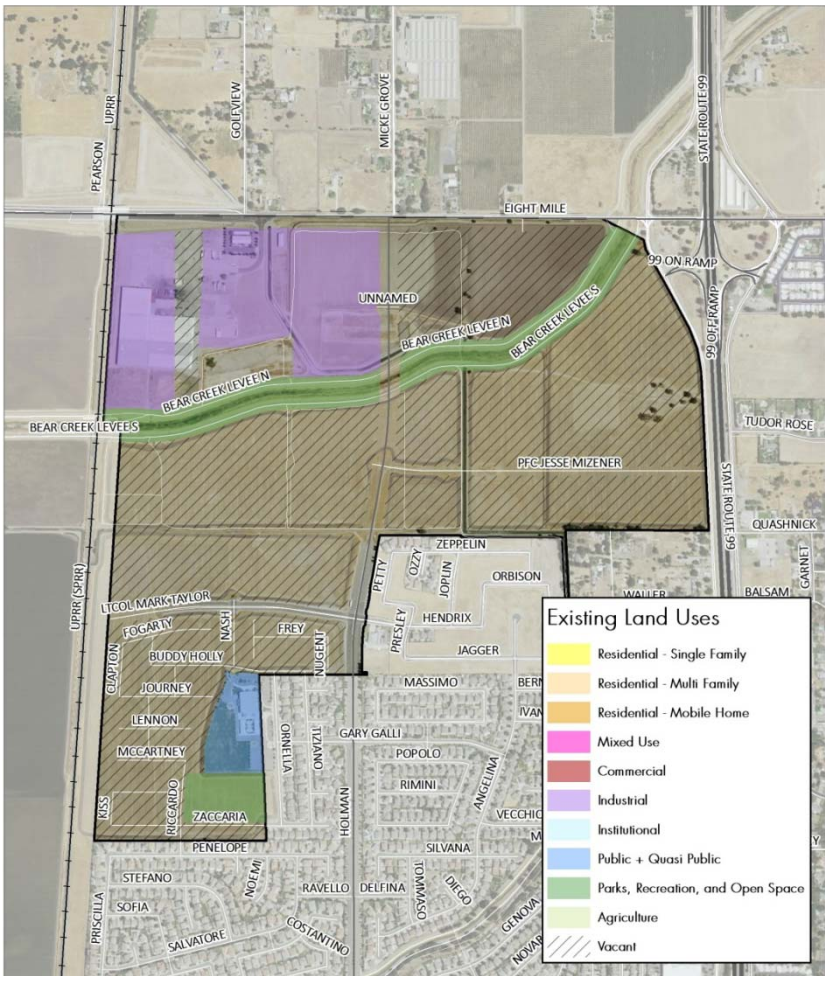
This area represents an opportunity to develop higher density multi-family housing in proximity to the Ronald McNair High School, which sits directly to the north. Upon rezone from low density to medium density residential, the area could likely accommodate upwards of 200 multi-family housing units, which would be sufficient to absorb around 1 percent of the total housing demand projected through 2040, or just over 3 percent of the projected multi-family housing demand. This opportunity area could also offer higher density multi-family housing in an area dominated by single-family housing units, contributing to more of a mixed-income environment. The area is also in close proximity to two elementary schools, as well as an array of retail shopping opportunities along the East Hammer Lane retail corridor.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High 

OPPORTUNITY AREA #5

Opportunity Area #5 comprises an approved project called Cannery Park located south of Eight Mile Road and west of Highway 99. The project site covers 450 acres and is approved for 1,190 housing units, 104 acres of commercial use, and 58 acres of industrial use. As of September 2015, approximately 70 building permits had been issued, although existing land use data doesn't show any constructed units.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**0**	**0**	**0**	**10,500**
BUILDOUT	**980**	**210**	**1,078,800**	**1,452,500**

LAND USE

As shown on the figure on the following page, Opportunity Area #5 is currently zoned Residential – Low, Residential – High, Commercial - General, Industrial – Limited, and Public Facilities. This Infill Opportunities Report does not consider or propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The zoning described above and shown in the figure on the following page are consistent with the General Plan land use designations for this area. These designations are also consistent with the planned Cannery Park project.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #5 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

As described above, the Cannery Park project includes a variety of uses, including residential, commercial, industrial, and public facilities. The residential, commercial, and public facility uses are compatible with each other and with the surrounding planned land uses as reflected in the General Plan and zoning maps, which include estate and low density residential, commercial, and village uses. The planned industrial use in the northwest corner of the opportunity area could be incompatible with planned land uses to the west (low density residential) and east (commercial/mixed-use); however, the industrial area is buffered to the west by railroad tracks and to the east by Holman Road, which would reduce land use compatibility issues.

LAND USE ANALYSIS SUMMARY

The planned Cannery Park project that comprises Opportunity Area #5 is consistent with the existing General Plan and zoning maps and the Housing Element. The planned land uses are generally compatible both internally and with the surrounding planned land uses. Although the planned industrial use could be incompatible with adjacent residential uses, it would be buffered by railroad tracks and a major roadway, limiting potential compatibility issues. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

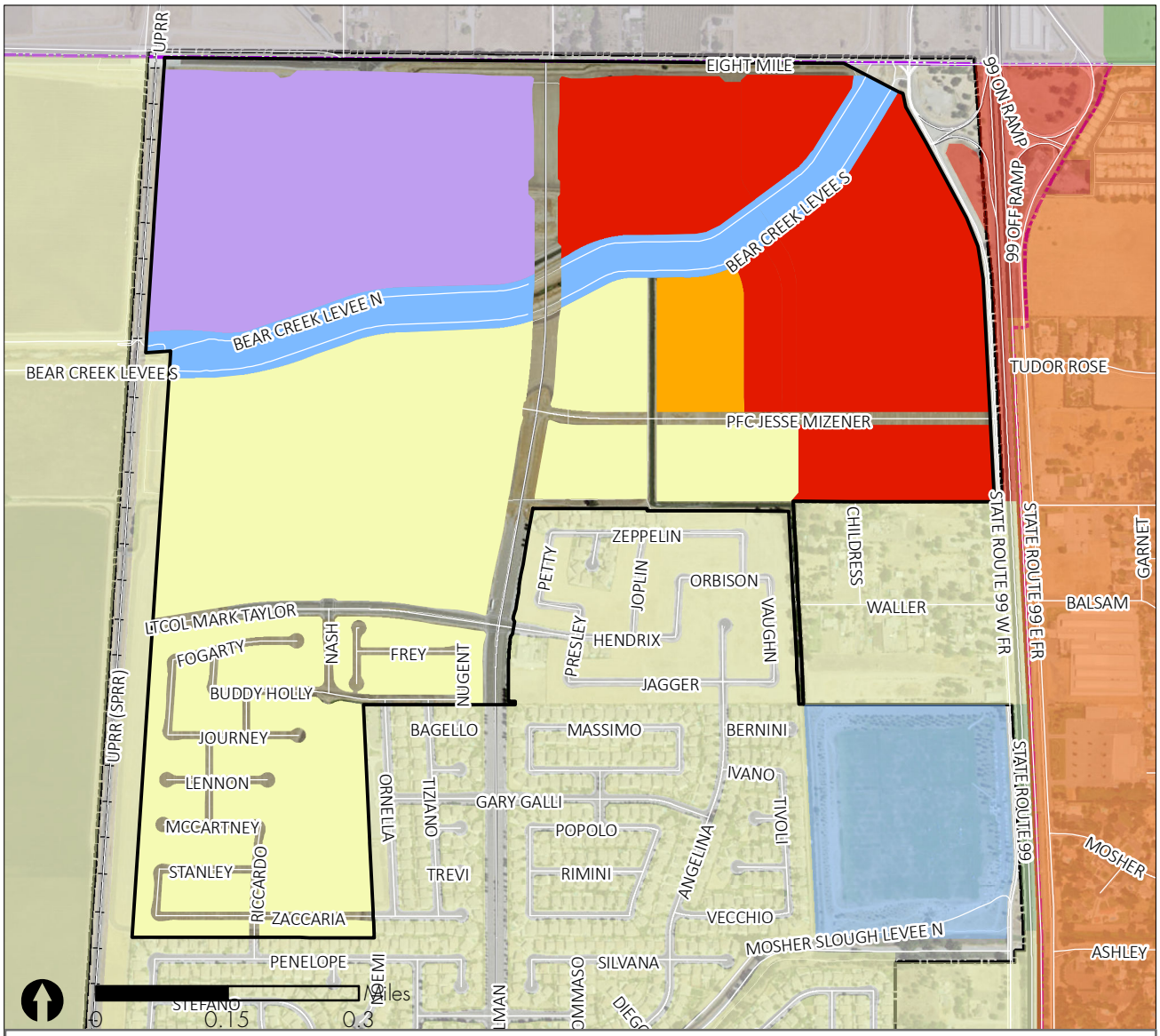
Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

WATER

This area was planned for development in the 2008 Water Master Plan and is currently almost entirely undeveloped. There is a limited amount of the distribution network piping already in place. Additional distribution piping network will be required, along with some transmission mains to supply the area.

The cost of running transmission mains under the railroad on Eight Mile Road and under the creek on Holman Road would be relatively high. Although the cost of new water infrastructure will be offset by the large number of EDUs that it will support, the infrastructure cost per EDU is nonetheless rated high relative to the other opportunity areas based on the significant cost issues associated with the creek and railroad.



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 5
Land Use Analysis

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster B, which includes Opportunity Area #5, would be rated as a moderate infrastructure cost per EDU. This moderate cost rating is mainly due to the significant transmission improvements required for Opportunity Area #5, and the cluster analysis would not change the rating for Opportunity Area #5.

Relative Water Infrastructure Cost: High

WASTEWATER

This opportunity area is located within System 10. A complete on-site collection system will be required to serve planned development. The northern portion of the area would require an extension of the sewer main in Holman Road under Bear Creek. There are existing trunk sewers immediately adjacent to the site, but some on-site trunk sewer extensions will be needed given the size of the development. Downstream (off-site) trunk sewers generally have adequate capacity. The opportunity area is served by the 14 Mile Slough Pump Station, which has sufficient capacity to accommodate growth, including within this opportunity area. .

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas because the cost of downstream infrastructure needs will be shared by a large amount of planned growth.

Relative Wastewater Infrastructure Cost: Low

STORMWATER

The available information on stormwater infrastructure is incomplete for this area, but there are nearby neighborhood drainage facilities and significant infrastructure in the southernmost portion of the opportunity area. While the existing parcels are currently draining to adjacent parcels, new development would likely cause the timing of the peak and total volume of stormwater to increase, requiring detention and drainage connections.

Bear Creek bisects the northwestern corner of the opportunity area, requiring separate drainage facilities. This area appears to be draining to adjacent unincorporated areas under the existing condition, but the Storm Drain Master Plan indicates that a new pump station on the north bank, adjacent to Holman Road, along with trunk lines and local drainage, would be required. The southern, larger portion of the opportunity area drains to the detention basin south of Morada Lane, along the railroad.

Development of Cannery Park would result in the greatest overall volume of increased stormwater runoff of all the opportunity areas. The recommended new pump station discharging to Bear Creek and/or onsite detention would be preferable to attempting to increase the size of the existing detention. Although here is some infrastructure in place, development of this opportunity area still results in the highest amount of new stormwater runoff, and, given the cost of a new pump station and collection lines, is rated as having a high cost of stormwater infrastructure relative to the other opportunity areas.

Relative Stormwater Infrastructure Cost: High

MARKET FEASIBILITY

The Cannery Park project will include 1,190 housing units, including 980 single-family homes and 210 multi-family housing units, as well as 886,000 square feet of retail space and 192,800 square feet of office space. The residential component of the Cannery Park project would be sufficient to absorb between 3 and 6 percent of the projected housing demand through 2040, including 3 to 7 percent of the projected single-family housing demand and 2 to 4 percent of the projected multi-family housing demand. The commercial component would be sufficient to absorb between 18 and 27 percent of the projected retail demand and around 3 percent of the projected office demand

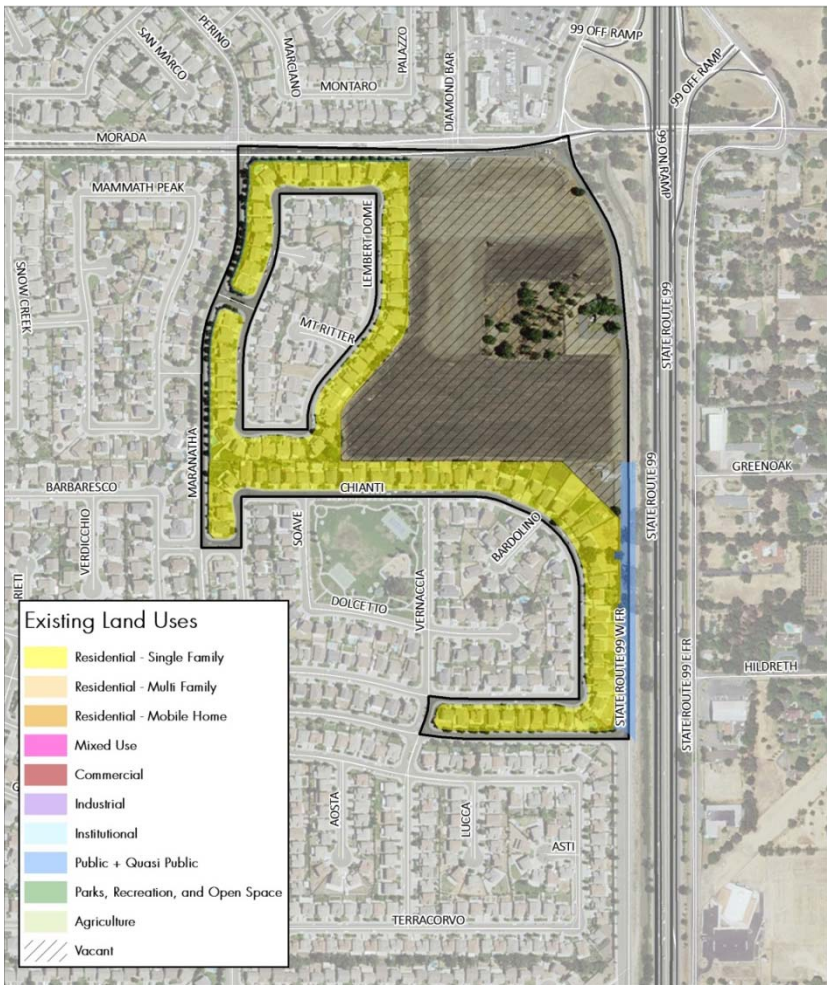
through 2040. Given its location, the planned retail component would likely serve project residents, but may also draw some demand from travelers on Highway 99 and households residing elsewhere to the north and east of Stockton. The office component would serve the greater Stockton market and may offer opportunities to developer higher end office space with access to Highway 99.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #6

Opportunity Area #6 is located between Highway 99 and Maranatha Road, south of Morada Lane. The opportunity area is approximately 48 acres in size. Current uses include residential and public; about 23 acres are vacant.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**100**	**0**	**0**	**0**
BUILDOUT	**100**	**530**	**0**	**0**

LAND USE

As shown on the figure on the following page, Opportunity Area #6 is currently zoned Residential – Low and Residential – High. This Infill Opportunities Report does not consider or propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The General Plan designations in this area are consistent with the zoning.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #6 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The planned low and high density residential uses do not conflict with any of the surrounding planned uses. Planned land uses for areas within the city limit are outlined in the zoning map, which shows low density residential and general commercial adjacent to this opportunity area. A portion of the opportunity area borders the city limit; the General Plan designates the area outside the city limit, adjacent to the opportunity area, for low and high density residential uses, which are the same uses as planned for this opportunity area.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #6 are consistent with the existing General Plan and zoning maps and the Housing Element. The planned land uses are also compatible with the surrounding planned land uses. Therefore, this opportunity area is ranked as having high land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: High

INFRASTRUCTURE

WATER

This area was planned for development in the 2008 Water Master Plan and is currently partially developed. There is some distribution network piping within the existing area, and it is adjacent to existing transmission piping. Additional distribution piping network will be required for the area.

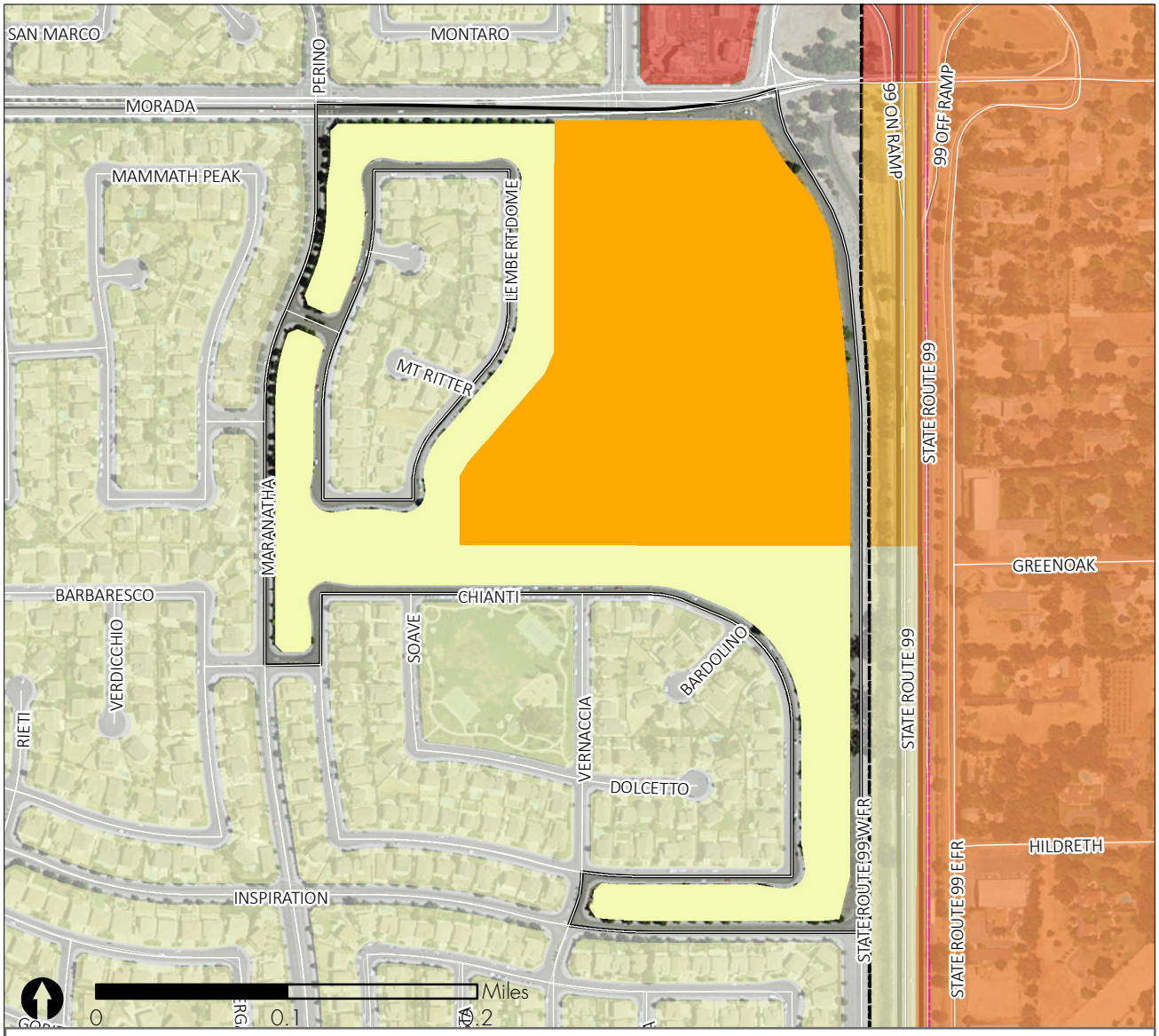
Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster B, which includes Opportunity Area #6, would be rated as a moderate infrastructure cost per EDU, mainly due to the significant transmission improvements required for Opportunity Area #5. Therefore, the cluster analysis shows no benefit to Opportunity Area #6.

Relative Water Infrastructure Cost: Low

WASTEWATER

This opportunity area is located within System 10. A complete on-site collection system will be required to serve anticipated development. The proposed land uses would potentially double the ADWF over previously planned flows; however, the overall magnitude of the flow is relatively small and existing downstream (off-site) trunk sewers generally have adequate capacity. Furthermore, there are existing trunk sewers immediately adjacent to the site so the cost of new collection system infrastructure would be relatively low. The opportunity area is served by the



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 6
Land Use Analysis

14-Mile Slough Pump Station, which has planned major upgrades necessary to accommodate growth, including within this opportunity area. Opportunity Area #6 represents a portion of the area benefitting from a future project - a parallel Westside Force Main from 14-Mile Slough Pump Station to the RWCF, which is a very large infrastructure improvement. The force main would be triggered by cumulative development, not by development in this opportunity area alone.

The qualitative cost for this opportunity area is low relative to the other opportunity areas if the cost of the 14-Mile Slough lift station and future force main were to be discounted. Taking into consideration the 14-Mile Slough improvements, the relative cost is considered moderate.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

City data indicates the existence of some on-site drainage facilities for this opportunity area, but new development would likely cause the timing of the peak and total volume of stormwater to increase, requiring detention and additional drainage connections. There is space for on-site detention since the area is largely undeveloped. Overall, development of this opportunity area would result in a moderate amount of new stormwater runoff and a moderate cost of implementation.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

Zoned for high density residential, this opportunity area could accommodate development of up to 630 housing units, including about 100 single-family homes and 530 multi-family housing units. The area is adjacent to existing single-family neighborhoods, as well as the Morada Ranch shopping center, which is anchored by a Raley's grocery store and offers an assortment of establishments providing an array retail products and services, including a branch of the US Post Office, a Golden 1 Credit Union, and a gas station, among others. If fully developed, this area could reasonably absorb between 1.5 and 3 percent of the projected new housing demand through 2040, including less than 1 percent of the projected single-family housing demand and between 4 and 9 percent of projected multi-family demand.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #7

Opportunity Area #7 is located between Bianchi Road and Tortuga Way, east of West Lane. The opportunity area is approximately 14 acres in size. Current uses include residential and commercial; approximately 5 acres are vacant.

Existing development and buildout information is summarized below. The buildout estimates assume that an area zoned for high-density residential use would be rezoned to allow mixed-use development, as discussed further in the land use analysis.

	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**20**	**0**	**23,200**	**0**
MAXIMUM BUILDOUT	**20**	**130**	**80,700**	**0**
REDUCED BUILDOUT	**20**	**130**	**52,000**	**0**

LAND USE

The proposed zoning within Opportunity Area #7 is shown on the figure on the following page. The southern two-thirds of the area shown as Commercial – General is currently designated and zoned for high density residential under the existing General Plan and Development Code. Changing the planned land use as shown in the figure would maintain the opportunity for high density residential development, but also add the potential for mixed-use development that could bring in additional retail and/or office uses on West Lane, a major travel corridor.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are currently consistent. The proposed zoning change would require a corresponding General Plan land use designation change.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The entire area shown as Commercial – General on the figure on the following page is identified as an opportunity site available for residential development (Opportunity Site C2-64) in the City of Stockton 2015-2023 Housing Element. As described above, this Infill Opportunities Report proposes that the southern portion of this housing opportunity site change from Residential – High Density to Commercial – General. Although this would change the zoning of this housing opportunity site from a residential to a commercial zone, the City of Stockton Development Code allows residential development in the Commercial – General zone. Both the Residential – High Density and the Commercial – General zones allow the same densities of residential development. Therefore, development of this opportunity area as anticipated in this report would be consistent with the amount of housing identified for this site in the City's Housing Element.

LAND USE COMPATIBILITY

The planned land uses internal to the opportunity area, including low density residential and commercial, which allows mixed-use development, are compatible. These uses are also compatible with the surrounding planned land uses as reflected in the zoning map, which include residential at a variety of densities and commercial.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #7 would require changing the General Plan land use designation and zoning district as described above. This includes changing the zoning from residential to commercial on a site identified in the Housing Element as an opportunity for residential development, but the commercial zoning would allow the same density of residential development as the prior zone. The planned land uses are compatible both internally and with the surrounding planned land uses. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate

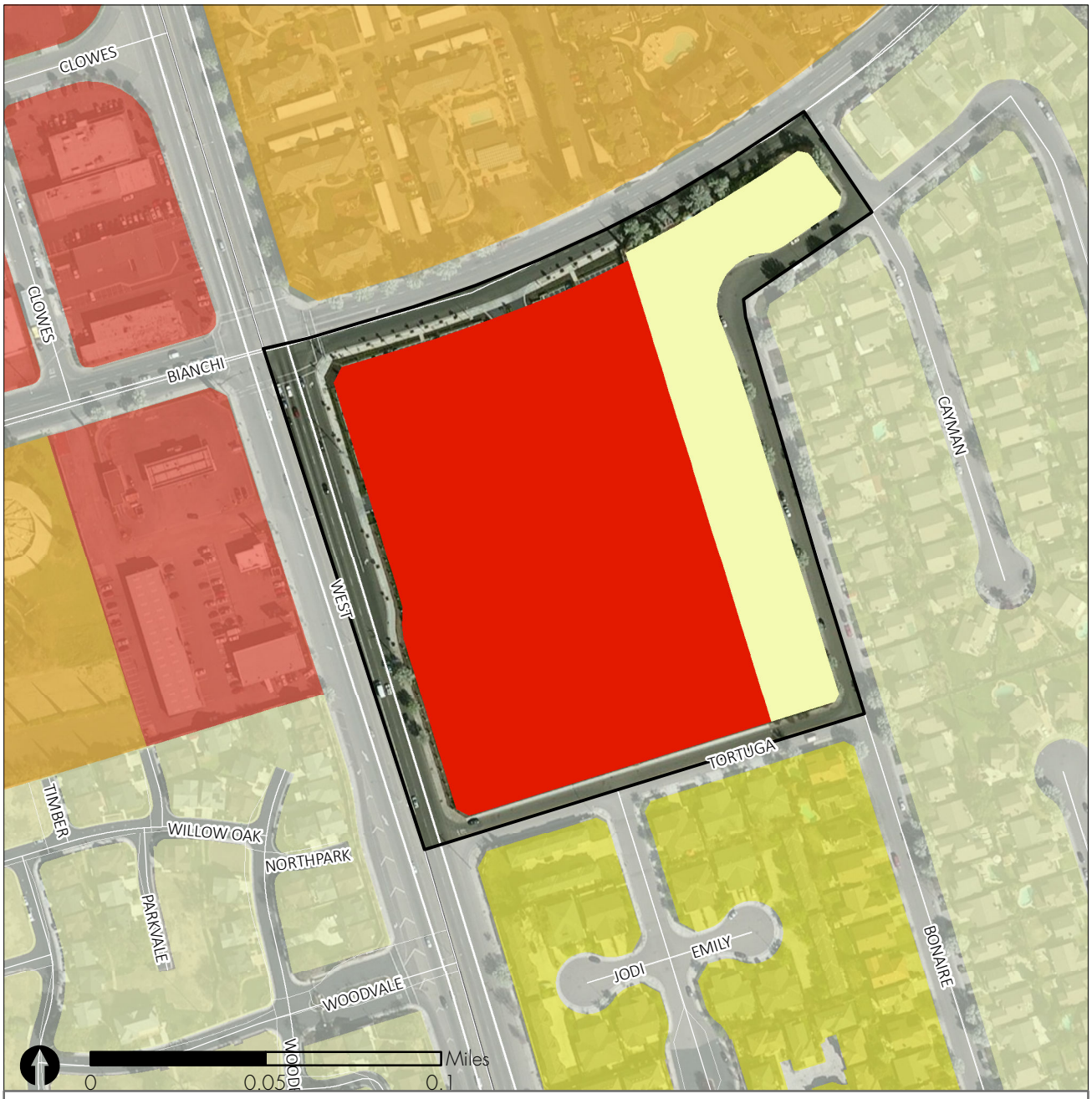
INFRASTRUCTURE

WATER

This area was planned for development in the 2008 Water Master Plan, but is currently undeveloped. There is no distribution network piping within the existing area, although it is adjacent to existing transmission piping. A complete distribution piping network will be required for the area, although the area is relatively small.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

Relative Water Infrastructure Cost: Low



Zoning

Residential	Commercial		Commerical - Office	Open Space
Residential - Low Density	Commercial - Auto	Industrial		Public Facilities
Residential - Medium Density	Commercial - Downtown	Industrial - General		Port
Residential - High Density	Commercial - General	Industrial - Limited		University/College
Residential - Estates	Commercial - Large-Scale	Other		Un-zoned
	Commercial - Neighborhood	Mixed Use		

Source: City of Stockton; PlaceWorks, 2016.

WASTEWATER

This opportunity area is located within System 2. A complete on-site collection system will be required to serve anticipated development. Several existing downstream (off-site) trunk sewers may have flows reaching capacity, but upsizing is not expected to be required as a result of development of this opportunity area.

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas given that only on-site collection system construction is anticipated.

Relative Wastewater Infrastructure Cost: Low

STORMWATER

City data indicates the existence of some on-site drainage facilities serving relatively new infill on approximately half of the opportunity area. The timing of the peak and total volume of stormwater is expected to increase with conversion of the central portion of the opportunity area from agriculture to residential land uses, requiring on-site detention to be included with the new development, and possibly a combination of new and upsized drainage connections. Given the relatively small size of the development area in proportion to the watershed, it is unlikely that pump station upgrades on the Calaveras River pump station located downstream would be required. Opportunity Area #7 would generate a relatively low volume of increased runoff, ranking 14th among the 21 opportunity areas with an increase in runoff, with a low overall cost of implementation.

Relative Stormwater Infrastructure Cost: Low

MARKET FEASIBILITY

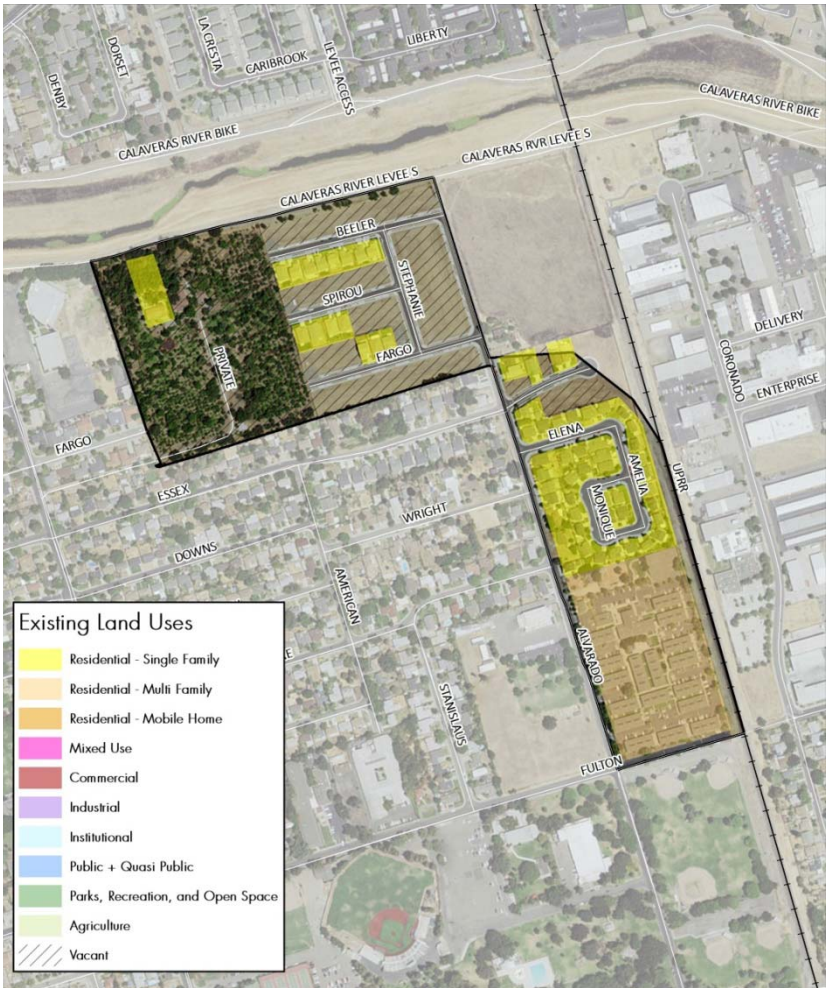
This opportunity area includes about 20 existing single-family homes, as well as approximately 23,200 square feet of existing commercial development, including a Western Union office and the Panne Levain Bakery. In addition, the area offers capacity for an additional 130 multi-family housing units, as well as additional commercial development. A reasonable expectation, based on current zoning and other factors, indicates potential for just under 29,000 square feet of additional commercial development. Given the location of the area on a major travel corridor, to the south of March Lane and adjacent to existing residential uses, it represents a fairly good opportunity for targeted infill development. If developed as expected, the area would be sufficient to absorb less than 1 percent of the projected housing demand, or between 1 and 2 percent of the projected demand for multi-family housing units. In terms of commercial development, the area would be sufficient to accommodate less than 1 percent of the projected demand in either the retail or office sectors.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #8

Opportunity Area #8 is located between the Calaveras River Levee and Fulton Street, west of the railroad tracks. The opportunity area is approximately 47 acres in size. Portions of the area are currently used for residential. There are approximately 21 acres of vacant land and 8 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that the northwestern portion of this opportunity area currently zoned for low-density residential is changed to a high-density residential zone, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**60**	**240**	**0**	**0**
MAXIMUM BUILDOUT	**130**	**530**	**6,300**	**0**
REDUCED BUILDOUT	**130**	**530**	**3,100**	**0**

LAND USE

The proposed zoning within Opportunity Area #8 is shown on the figure on the following page. The northwestern portion of this opportunity area shown as Residential – High Density is currently designated and zoned for low density residential under the existing General Plan and Development Code. Changing the zoning to Residential – High Density would provide the opportunity for multi-family housing, a housing type that is underrepresented in the current inventory of planned and proposed projects in the city.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are currently consistent. The proposed zoning change would require a corresponding General Plan land use designation change.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #8 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The planned low and high density residential uses are internally compatible and compatible with the majority of the surrounding planned land uses, as depicted in the zoning map, including low and medium density residential and public facilities. An area zoned for industrial use borders the eastern edge of this opportunity area, so there could be conflicts with the planned adjacent residential uses, but there would be a buffer provided by railroad tracks, limiting potential compatibility issues.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #8 would require changing the General Plan land use designation and zoning district as described above; these uses do not conflict with the Housing Element. The planned land uses are compatible both internally and generally with the surrounding planned land uses. Although the planned residential uses on the eastern edge of the area could be incompatible with adjacent industrial uses, existing railroad tracks would serve as a buffer and limit potential compatibility issues. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

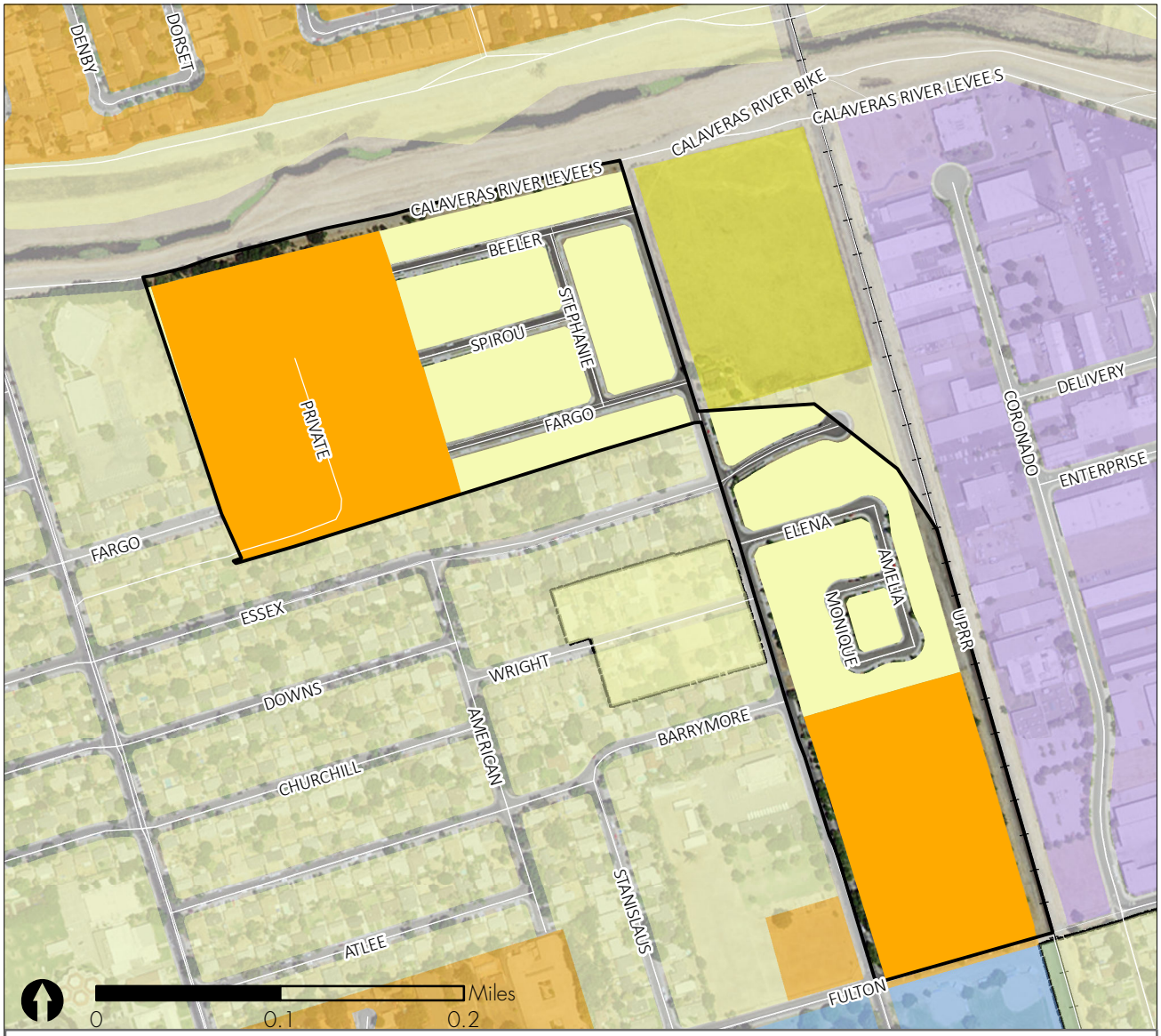
WATER

This area was planned for development in the 2009 Water Supply and Facilities Master Plan and is currently partially developed. There is some distribution network piping within the existing area, although more distribution piping will be required. The area is adjacent to existing transmission piping.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster C, which includes Opportunity Area #8, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that any new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #8.

Relative Water Infrastructure Cost: Low



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 8
Land Use Analysis

WASTEWATER

This opportunity area is located within System 3. A portion of the area is served by an existing collection system but some extensions would be needed. Several existing downstream (off-site) trunk sewers may have flows reaching capacity, but the opportunity area is small enough that upgrades are not anticipated.

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas given that the only expected improvements are on-site collection systems.

Relative Wastewater Infrastructure Cost: Low

STORMWATER

Approximately 75 percent of the opportunity area appears to be built out with relatively recent infill. City data indicates the existence of approximately half of the needed on-site drainage facilities for the northern portion of the opportunity area, which is approximately 50 percent built out, while the southern half of the opportunity area appears to be fully built out. When the remaining portion of the opportunity area is developed, it will impact the timing of the peak and total volume of stormwater. In addition, the area has a history of localized flooding, and may require a stormwater study prior to further development. It is likely that additional on-site detention could be implemented, and unlikely that the downstream pump station discharging to the Calaveras River would require additional capacity, based on the small percentage of the overall drainage area represented by Opportunity Area #8. This opportunity area would result in a relatively moderate cost of implementation.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

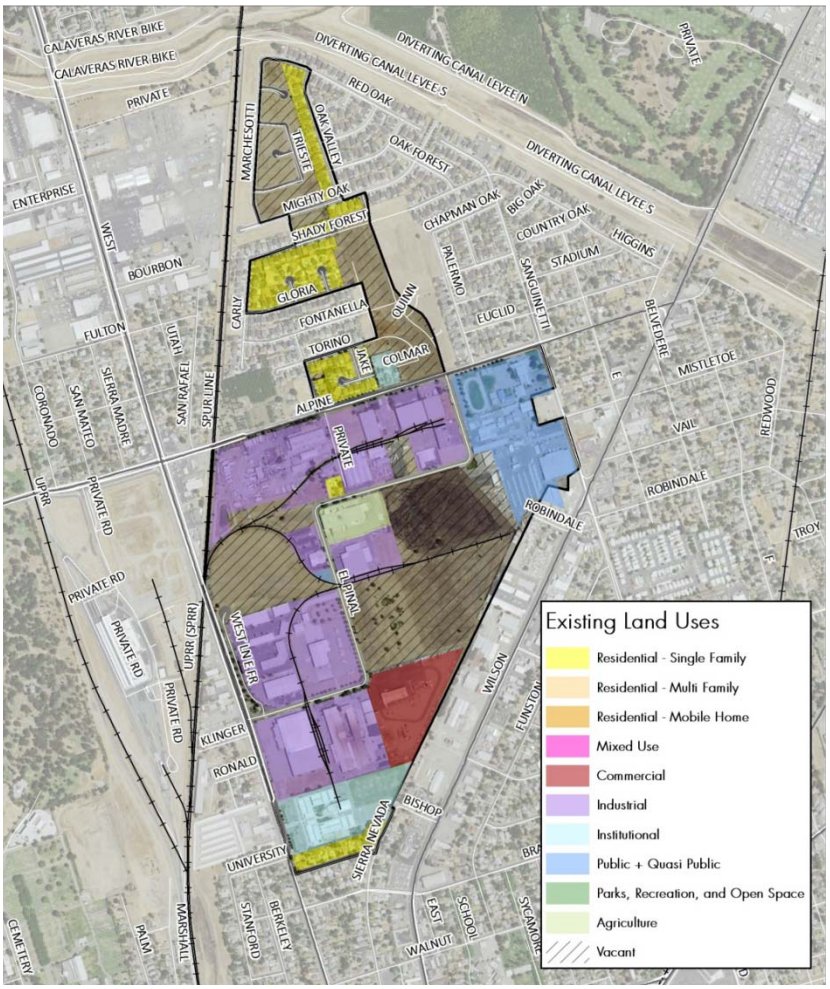
This opportunity area includes approximately 240 existing multi-family residential units and 60 single-family units. The remaining development potential of the area includes space for approximately 290 additional multi-family housing units and around 70 single-family housing units. If developed, these new units would be sufficient to absorb approximately 1.8 percent of the total housing demand projected through 2040, including 0.5 percent of the projected single-family housing demand and nearly 5 percent of the projected multi-family housing demand. As this area is already partially built out and surrounded by existing residential uses, it represents a good opportunity for infill development that is consistent with the existing urban fabric of north Stockton.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #9

Opportunity Area #9 is located between Sierra Nevada Street and the railroad tracks, south of Diverting Canal Levee. The opportunity area is approximately 240 acres in size. Current uses include residential, commercial, industrial, public/institutional, and agriculture. There are approximately 74 acres of vacant land and 18 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that that the industrially-zoned area is rezoned to allow residential and mixed-use development, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**110**	**0**	**0**	**792,100**
MAXIMUM BUILDOUT	**260**	**1,700**	**765,800**	**663,700**
REDUCED BUILDOUT	**260**	**1,700**	**382,900**	**663,700**

LAND USE

The proposed zoning within Opportunity Area #9 is shown on the figure on the following page. The area shown as Commercial – General is currently designated and zoned for industrial use under the existing General Plan and Development Code. Changing the planned land use as shown in the figure would provide significant opportunities for mixed-use development, including multi-family units, along the Wilson Way corridor, which has historic mixed-use roots with retail and motel uses that thrived prior to the construction of the Highway 99 freeway.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are generally consistent. The proposed zoning change would require a corresponding General Plan land use designation change. The existing General Plan and zoning designations are currently inconsistent for the area zoned Residential – Low Density south of E Alpine Avenue, which is designated by the General Plan for industrial use. This area is currently used as a school and owned by the school district, so it may be appropriate to clean up the General Plan and zoning designations to reflect this public use.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #9 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

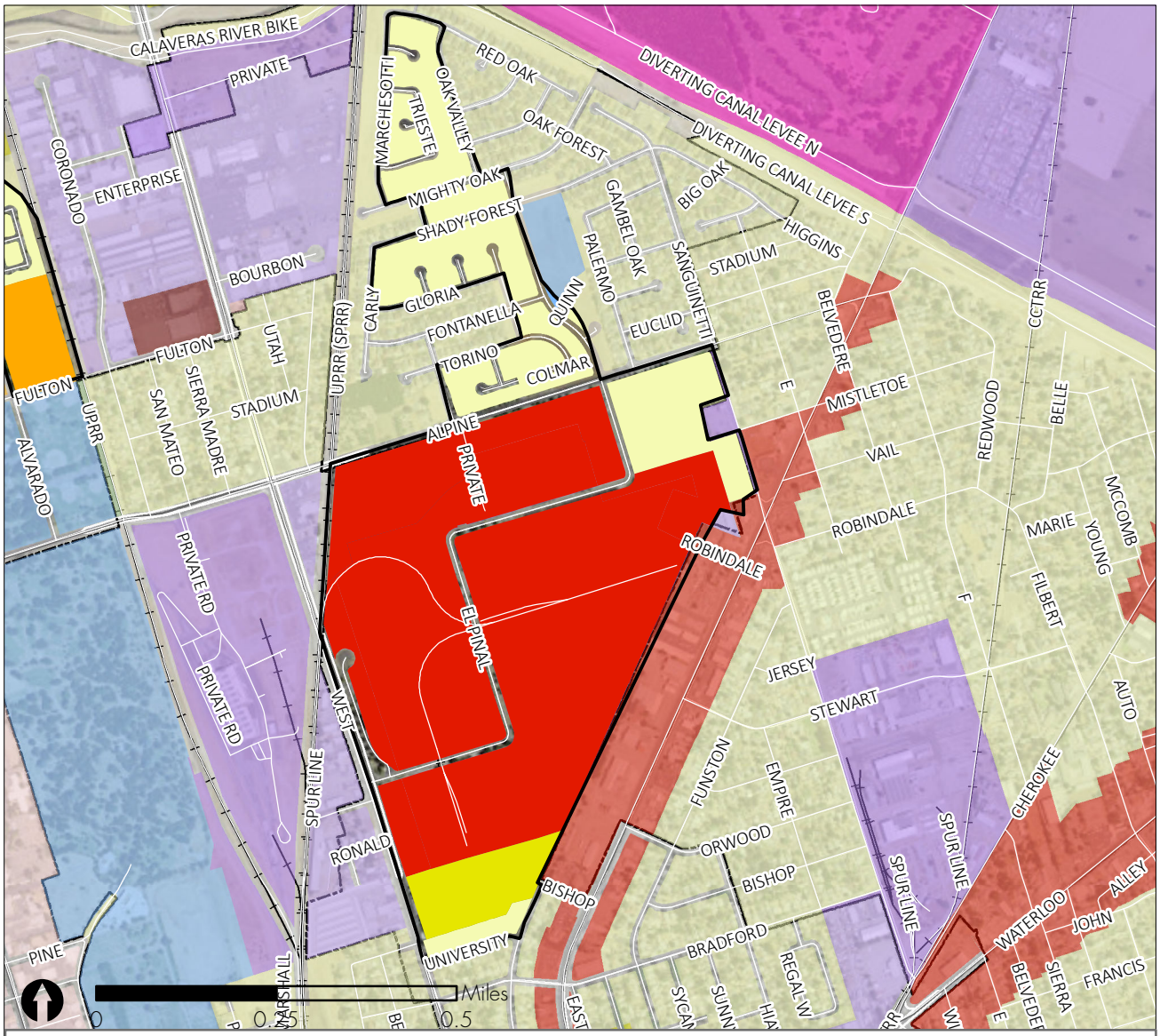
LAND USE COMPATIBILITY

The proposed zoning includes low and medium density residential and commercial, which allows mixed-use development, all of which are compatible with each other. There are adjacent industrial zones that could conflict with planned residential uses, including along the entire western boundary and in a small area on the eastern boundary. To the west, the industrial uses are buffered by railroad tracks and West Lane, which limits the potential conflict. To the east, there is no buffer between the residential and industrial zones. However, this residentially-zoned area is currently used for a school and related school district property, and doesn't appear likely to be redeveloped. As noted in the General Plan and zoning consistency discussion above, the residentially-zoned area is designated by the General Plan for industrial use. Therefore, potential compatibility issues could be remediated by cleaning up the General Plan and zoning to be consistent and to reflect the current public use of this area.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #9 would require changing the General Plan land use designation and zoning district as described above; these uses do not conflict with the Housing Element. The planned land uses are compatible internally. Although the planned residential uses on the western edge of the area could be incompatible with adjacent industrial uses, existing railroad tracks would serve as a buffer and limit potential compatibility issues. In addition, although the current zoning indicates a potential residential-industrial conflict on the eastern edge of the opportunity area, the residentially-zoned area does not appear likely to be redeveloped from its current public use. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 9
Land Use Analysis

INFRASTRUCTURE

WATER

This area was planned for development in the 2009 Water Supply and Facilities Master Plan and is currently partially developed. There is some distribution network piping within the existing area, although more distribution piping will be required. The area is adjacent to existing transmission piping.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster C, which includes Opportunity Area #9, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that any new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #9.

Relative Water Infrastructure Cost: Low

WASTEWATER

This opportunity area is located within Systems 3 and 9. System 9 discharges into System 3. A portion of the area is served by an existing collection system, including on-site trunk sewers. Some of the on-site trunk sewers in System 3 have predicted future capacity limitations, but improvements are not anticipated to be necessary as a result of development of this opportunity area, and the existing Smith Canal Pump Station is anticipated to have sufficient capacity for additional flows. .

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas given that existing trunk sewers serving the area and the Smith Canal pump station currently have available capacity. .

Relative Wastewater Infrastructure Cost: Low

STORMWATER

A significant percentage of this area appears to be built out with relatively recent infill and some older developments. City data indicates the existence of many on-site drainage facilities, including a trunk line and pumping station that is likely to have been designed with full buildout in mind. If the remaining portion of the opportunity area is developed, it would likely cause the timing of the peak and total volume of stormwater to increase. Additional on-site detention could be implemented, and it is possible that some pump station upgrades would be needed along the Diverting Canal. The total volume of increased runoff has the potential to be high. Of the 21 opportunity areas that would generate new runoff, anticipated development in Opportunity Area #9 would create the fourth highest amount of new stormwater runoff, resulting in a high cost of stormwater infrastructure relative to the other opportunity areas.

Relative Stormwater Infrastructure Cost: High

MARKET FEASIBILITY

This opportunity area is located near the Coca-Cola Bottling facility, the Harrison Elementary School, and the Stockton Unified School District Warehouse. The area currently features about 110 single-family housing units, as well as more than 792,000 square feet of industrial space. Under current buildout assumptions, the area may be sufficient to accommodate an additional 150 single-family housing units and 1,700 multi-family housing units, as well as nearly 383,000 square feet of commercial space. Development would subsequently require the removal of approximately 128,400 square feet of underperforming industrial space. The area offers the opportunity to fill in undeveloped

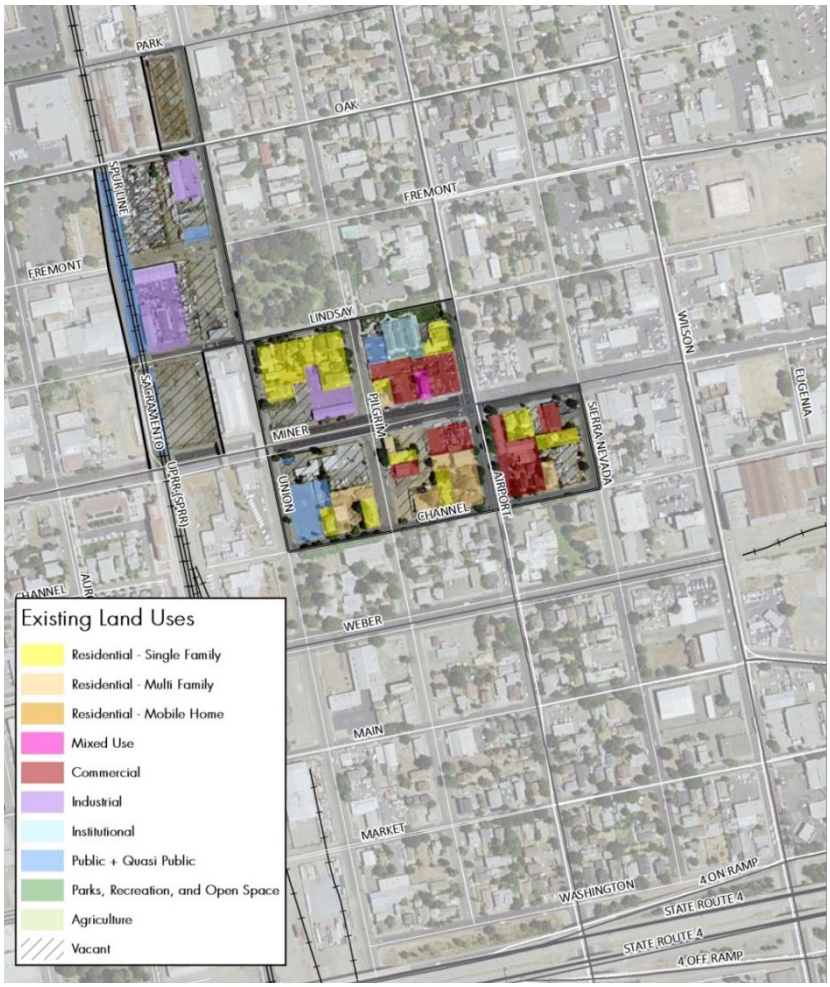
portions of the existing residential neighborhood on the north side of East Alpine Street, in addition to the development of new commercial space and the removal of obsolete industrial space on the south side of East Alpine Road. If developed as expected, the residential component would be sufficient to absorb more than 9 percent of the housing demand projected through 2040, including around 1 percent of the single-family housing demand and up to nearly 29 percent of the multi-family housing demand. Assuming that office uses comprise the majority of the commercial development, the site would offer space sufficient to absorb around 5 percent of the projected demand.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #10

Opportunity Area #10 is located between Park Street and Channel Street, east of the railroad tracks. The opportunity area is approximately 28 acres in size. Current uses include residential, commercial, mixed use, industrial, and public/institutional. There are approximately 8 acres of vacant land and 4 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that the entire opportunity area is rezoned to the Downtown commercial zone, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**20**	**30**	**28,800**	**38,000**
MAXIMUM BUILDOUT	**20**	**830**	**2,003,700**	**24,000**
REDUCED BUILDOUT	**20**	**830**	**1,007,800**	**24,000**

LAND USE

The proposed zoning within Opportunity Area #10 is shown on the figure on the following page. This area is currently zoned Industrial – General and Industrial – Limited along the railroad tracks on the west side of Union Street; east of Union Street, the area is zoned Residential – High Density, Commercial – General, and Industrial – Limited. As shown in the figure, the entire area is proposed for Commercial – Downtown, which allows high residential densities and mixed-use development appropriate for the Downtown.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are generally consistent, except that the southwest and southeast corners of the Lindsay Street and Pilgrim Street intersection are zoned for commercial use and designated by the General Plan for high density residential use. The proposed zoning changes would require corresponding General Plan land use designation changes.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The area south of Lindsay Street and east of Union Street includes six opportunity sites (Opportunity Sites GDA-48, GDA-54, GDA-55, GDA-60, GDA-165, and GDA-171) and a small single site identified as available for residential development in the City of Stockton 2015-2023 Housing Element. All of the housing opportunity sites are currently zoned Commercial – General; the one small single site is currently zoned Residential – High Density. As described above, this Infill Opportunities Report proposes that the entire opportunity area be changed to Commercial – Downtown. For the housing opportunity sites, this would maintain a commercial zone, but allow a higher density of residential development than allowed by the current commercial zone. For the small single site, the proposed zoning change would be a change from a residential to a commercial zone, but the City of Stockton Development Code allows residential development in the Commercial – Downtown zone. Development of this opportunity area as anticipated in this report would allow more housing than was identified for all of these sites in the City's Housing Element, which supports the goals and policies of the Housing Element.

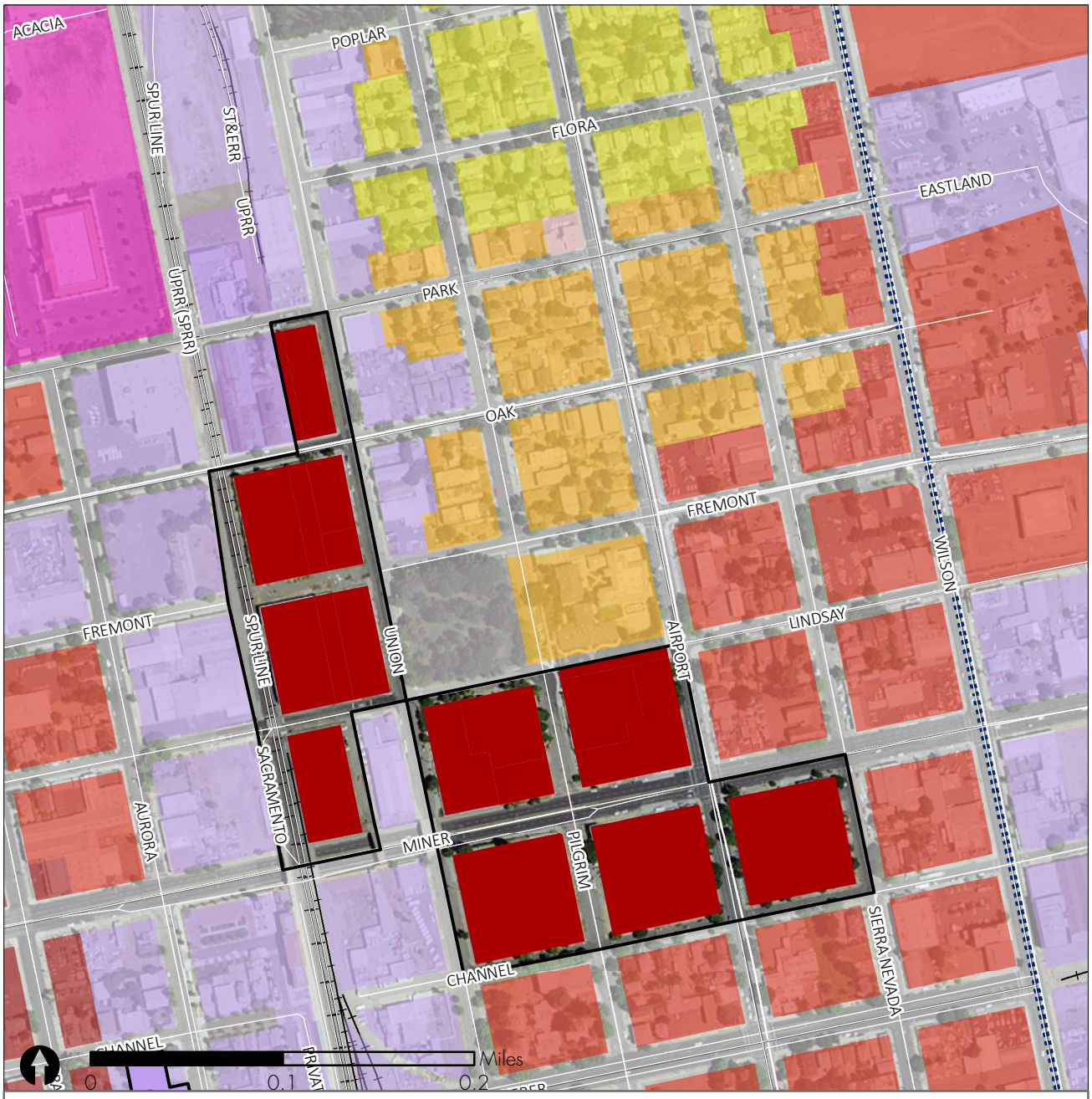
LAND USE COMPATIBILITY

On the eastern edge of the opportunity area, the proposed Commercial – Downtown zoning is compatible with the adjacent planned commercial and high density residential uses, as depicted on the zoning map. Along the western and northern borders of the opportunity area, the zoning map calls for industrial uses, which could conflict with residential components of mixed use in the Commercial – Downtown zone. Some of these potential conflict areas are separated by railroad tracks and roadways, but north of Oak Street, there would be no buffer between the Commercial – Downtown and Industrial – Limited zones. However, given the mixed-use nature of potential development, residential components of a project could be buffered from adjacent industrial uses with other uses.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #10 would require changing the General Plan land use designations and zoning districts as described above. The planned land uses would allow more housing on opportunity sites for housing development than was identified in the Housing Element, which would support the goals and policies of the Housing Element. Although the residential components of the planned mixed-use development could be incompatible with adjacent industrial uses, roadways would serve as a buffer for the most part, and mixed-use development could be configured to use non-residential uses as a buffer to adjacent industrial uses. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood

- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use

- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

Source: City of Stockton; PlaceWorks, 2016.

INFRASTRUCTURE

WATER

This area was already developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently developed, although redevelopment could occur. There is distribution network piping supplying the existing area. The area is adjacent to existing transmission piping.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #10, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #10.

Relative Water Infrastructure Cost: Low

This opportunity area is located primarily within System 3; a small portion is located within System 6. This area has a developed collection and trunk sewer system; however, the proposed land uses would generate flows about five times greater than previously planned. This increase in flow could trigger the need to replace collection system pipelines within and adjacent to the opportunity area that did not have previously identified capacity improvement needs. In addition, this opportunity area is located in the greater Downtown area, which has some of the oldest collection system infrastructure. Many of the existing pipelines were constructed within poor soils that tend to increase the likelihood of pipeline deterioration over time, and the need for rehabilitation. Several existing downstream (off-site) trunk sewers may have flows reaching capacity and require upsizing as a result of cumulative planned growth.

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas given the potential challenges associated with upgrading the major downstream trunk sewers with identified capacity limitations.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

Opportunity Area #10 is located in the Downtown, where there is significant existing development and impervious area that is connected to the City's drainage infrastructure. With additional infill development, land uses would be slightly more intensive, which could generate some additional peak runoff that would impact the drainage system, but there are areas that could be used to incorporate detention. This opportunity area would generate a relatively moderate volume of increased runoff, with a moderate overall cost of implementation.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

This opportunity area covers a portion of the greater Downtown area that includes a mix of industrial properties located along the railroad tracks and residential lots located along East Miner Avenue. The area includes about 20 existing single-family housing units and 30 multi-family housing units, with 28,800 square feet of existing commercial space and 38,000 square feet of existing industrial space. Redevelopment of this area, as currently envisioned, would involve the removal of several existing single-family units and the addition of 790 multi-family units. This activity would result in a net increase in development sufficient to accommodate around 4 percent of the housing demand projected through 2040, including around 13 percent of the projected multi-family demand. Corresponding with a

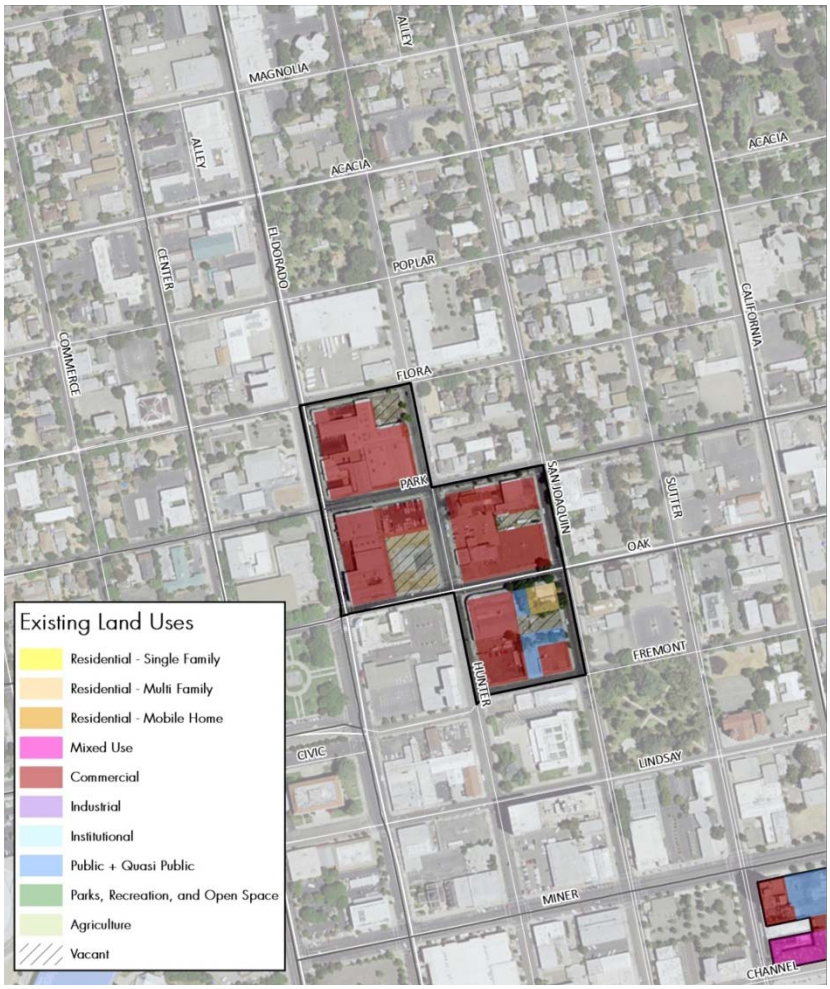
change of zoning, redevelopment would involve the removal of around 14,000 square feet of industrial space and the development of around 979,000 square feet of commercial space. This development would be sufficient to accommodate around 9 percent of the projected demand for new commercial development, including both retail and office uses. Due to the need to redevelop multiple properties across a fairly large area, this likely represents a longer-term opportunity.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #11

Opportunity Area #11 is located between Flora Street and Fremont Street, east of El Dorado Street. The opportunity area is approximately 13 acres in size. Current uses include commercial and public. There are approximately 2 acres of vacant land and 5 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	0	10	145,900	0
MAXIMUM BUILDOUT	0	410	1,040,700	0
REDUCED BUILDOUT	0	410	538,800	0

LAND USE

As shown on the figure on the following page, Opportunity Area #11 is currently zoned Commercial – Downtown. This Infill Opportunities Report does not consider or propose any changes to this zoning designation.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are currently consistent.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The area south of Park Street includes two opportunity sites (Opportunity Sites GDA-27 and GDA-28) and a small single site identified as available for residential development in the City of Stockton 2015-2023 Housing Element. This Infill Opportunities Report does not consider or propose any changes to the existing zoning, which currently allows housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The Commercial – Downtown zone would allow uses that are compatible with the surrounding planned uses, as depicted on the zoning map, including commercial, office, and mixed use.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #11 are consistent with the existing General Plan and zoning maps and the Housing Element. The planned land uses are also compatible with the surrounding planned land uses. Therefore, this opportunity area is ranked as having high land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: High

INFRASTRUCTURE

WATER

This area was already developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently developed, although redevelopment could occur. There is distribution network piping supplying the existing area. The area is adjacent to existing transmission piping.

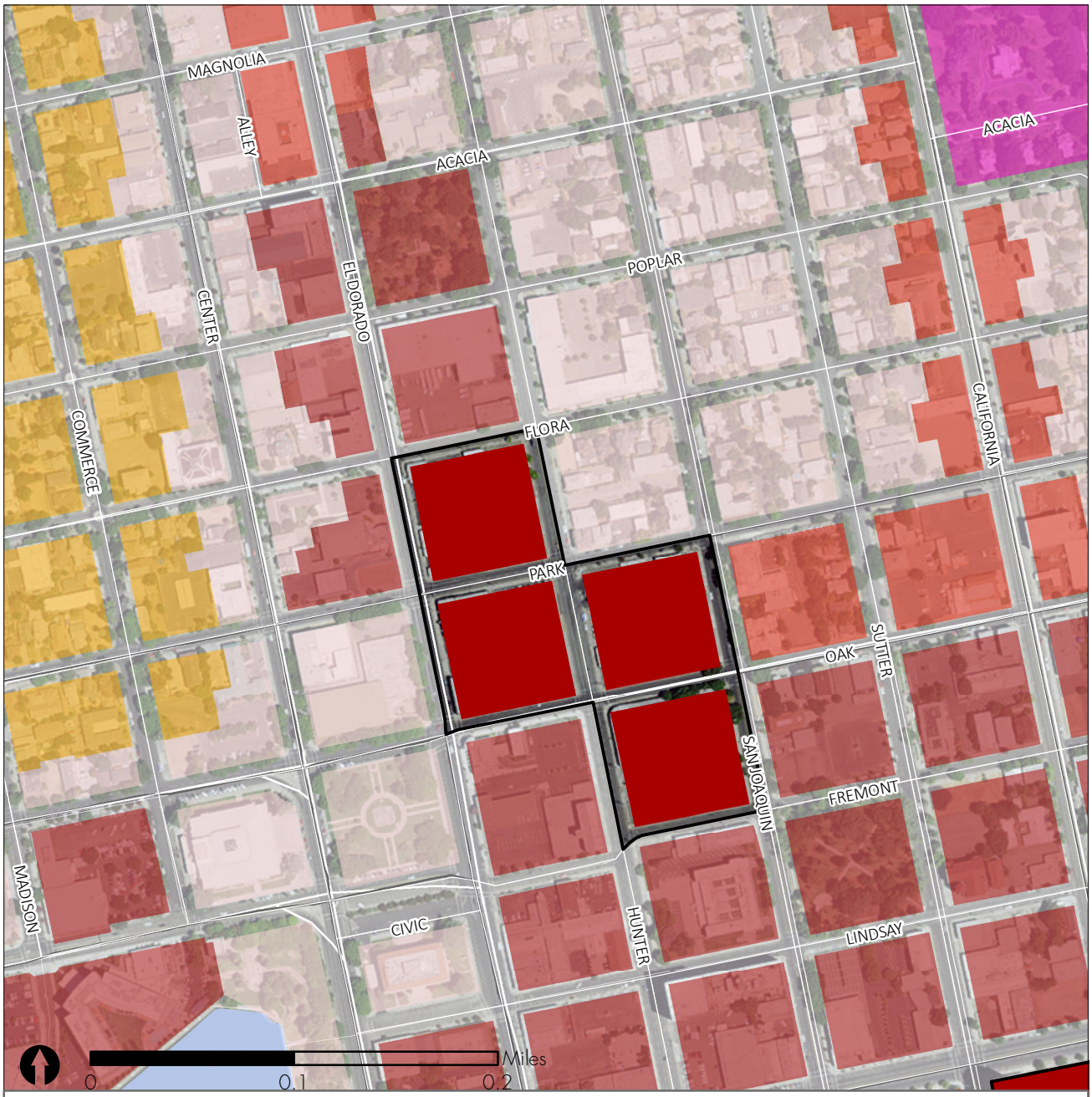
Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #11, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #11.

Relative Water Infrastructure Cost: Low

WASTEWATER

This opportunity area is located within System 3. This area has a developed collection and trunk sewer system. Flows from proposed land uses would be similar to those previously planned. This opportunity area is within the greater Downtown area, which has some of the oldest collection system infrastructure. Many of the existing pipelines were constructed within poor soils that tend to increase the likelihood of pipeline deterioration over time, and the need for rehabilitation. Several existing downstream (off-site) trunk sewers may have flows reaching capacity and require upsizing as a result of cumulative planned growth.



Source: City of Stockton; PlaceWorks, 2016.

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas given the potential challenges associated with upgrading the major downstream trunk sewers with identified capacity limitations.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

Opportunity Area #11 is located in the Downtown where there is significant existing development and impervious area that is connected to the City's drainage infrastructure. With additional infill development, land uses would be slightly more intensive, which could generate some additional peak runoff that would impact the drainage system, and, depending on how development is laid out, there are areas that could be used to incorporate detention. Of the opportunity areas that would generate new runoff, anticipated development in Opportunity Area #11 would create one of the least amounts of new stormwater runoff, resulting in a low cost of implementation.

Relative Stormwater Infrastructure Cost: Low

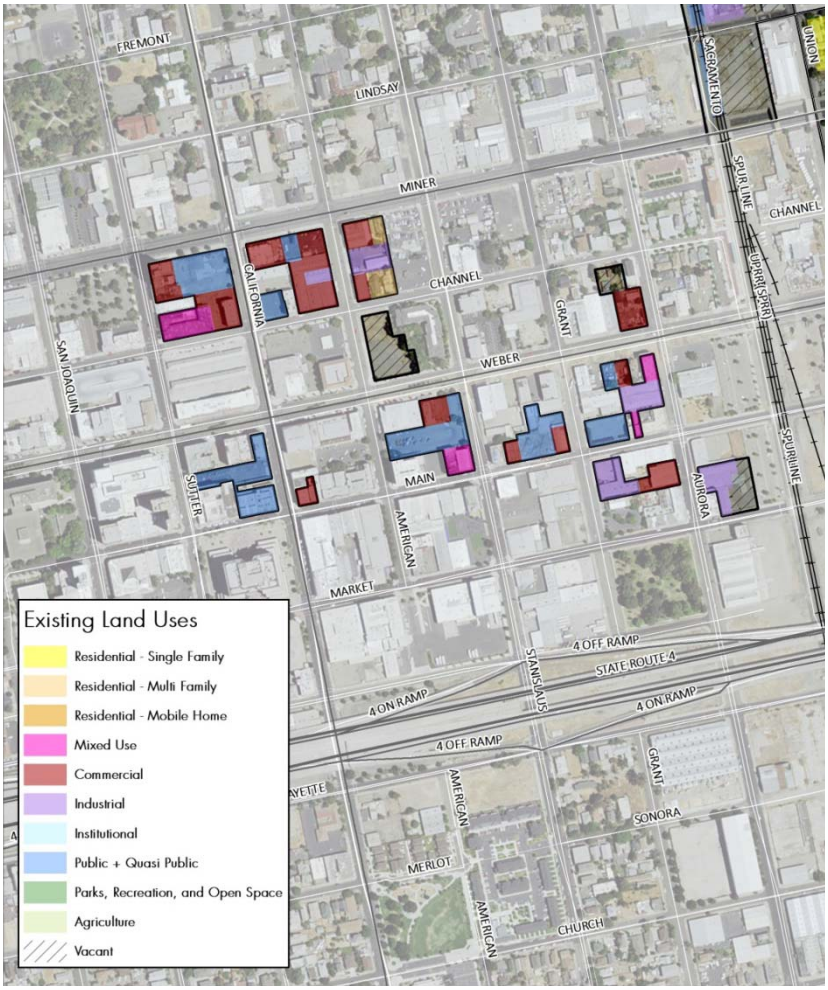
MARKET FEASIBILITY

This opportunity area covers four square blocks in the core Downtown area, and includes approximately 10 existing multi-family housing units and more than 145,900 square feet of commercial space. Redevelopment of this area, as currently envisioned, could add more than 400 multi-family housing units, as well as nearly 393,000 square feet of new commercial space. This would be sufficient to accommodate around 2 percent of the projected future housing demand, including nearly 7 percent of the projected multi-family housing demand, as well as nearly 4 percent of the projected commercial real estate demand, including both retail and office uses. Similar to Opportunity Area #10, the need to redevelop multiple properties that include extensive existing improvements makes this a more complex, longer-term infill redevelopment opportunity. Despite this, it offers an opportunity to develop a fairly significant volume of new housing and commercial space within the Downtown core.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #12

Opportunity Area #12 comprises an approved project called Open Window, which is an approved Master Development Plan covering 12 acres on 51 parcels located within a 15-square block area in the Downtown. The project area is generally bounded by Sutter Street, Miner Avenue, Market Street, and Aurora Street. The Master Plan sets forth a framework, urban design standards, and guidelines intended to transform Downtown Stockton into a pedestrian friendly, mixed-use, mixed-income neighborhood. The Master Plan is approved for 1,034 housing units (with an option to expand this capacity to 1,400 units under the General Plan Update), 200,000 square feet of retail space, 90,000 square feet of office space, and 110,000 square feet of industrial space. A 10-year development agreement for this project was recently approved in February 2016.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	0	80	393,200	52,700
BUILDOUT	0	1,400	290,000	110,000

LAND USE

As shown on the figure on the following page, Opportunity Area #12 is currently zoned primarily Commercial – Downtown, with some of the eastern parcels zoned for Industrial – Limited. This Infill Opportunities Report does not propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are generally consistent. The area west of Aurora Street zoned for industrial use is designated for commercial use by the General Plan. The uses envisioned in the Open Window Master Development Plan are allowed in the industrial zone with a permit pursuant to the City's Infill Ordinance.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The Open Window project sites include 11 opportunity sites identified as available for residential development (Opportunity Sites DWT-56, DWT-61, DWT-74, DWT-85, DWT-90, DWT-100, DWT-104, DWT-129, DWT-130, DWT-132, and DWT-138) in the City of Stockton 2015-2023 Housing Element. This Infill Opportunities Report does not propose any changes to the existing zoning, which currently allows housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The existing zoning on the Open Window project sites include some areas where industrial uses would border the Commercial – Downtown zone, which could result in conflicts between the industrial uses and residential components of mixed use. However, given the mixed-use nature of potential development, residential components of a project could be buffered from adjacent industrial uses with other uses. Furthermore, the planned industrial uses that are part of the Open Window project are low-intensity and art-focused uses, which bring fewer compatibility issues with adjacent residential.

LAND USE ANALYSIS SUMMARY

The Open Window project that comprises Opportunity Area #12 is consistent with the existing General Plan and zoning maps and the Housing Element. Although there could be conflicts between the Commercial – Downtown and Industrial – Limited zones, residential uses could be buffered from industrial uses, and planned industrial uses are light intensity. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

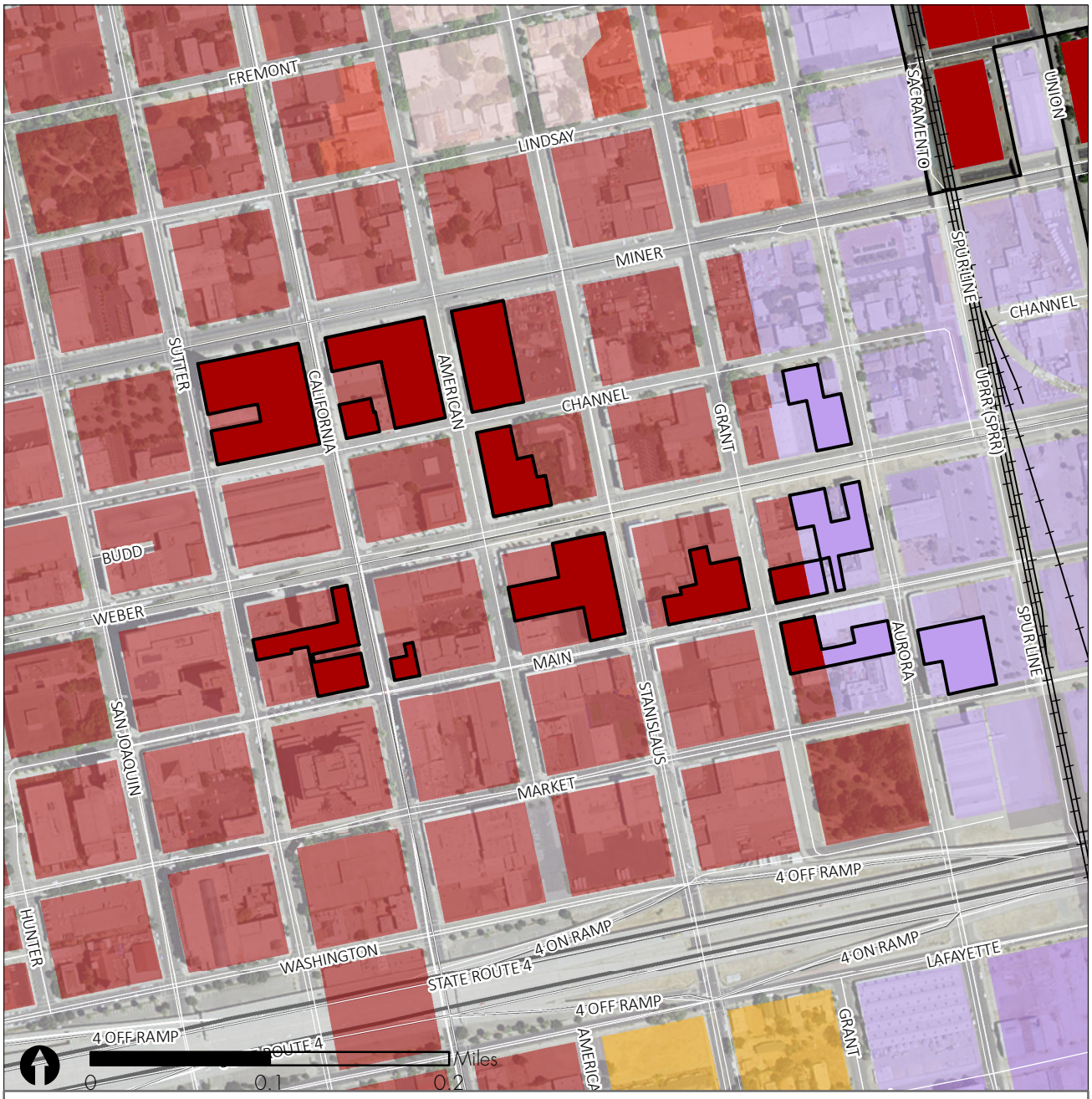
Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

WATER

The Open Window project is located in the Downtown area, which was already developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently developed, although redevelopment is planned. There is distribution network piping and transmission piping supplying the Downtown area, and no necessary improvements were identified in previous planning. It is unlikely that additional major transmission or distribution projects will be triggered in this area because it is served by an existing robust pipe network.

Because it is likely that the existing water infrastructure will be adequate, the infrastructure cost per EDU is rated low relative to the other opportunity areas.



Zoning

Residential	Commercial	Commerical - Office	Open Space
Residential - Low Density	Commercial - Auto	Industrial	Public Facilities
Residential - Medium Density	Commercial - Downtown	Industrial - General	Port
Residential - High Density	Commercial - General	Industrial - Limited	University/College
Residential - Estates	Commercial - Large-Scale	Other	Un-zoned
	Commercial - Neighborhood	Mixed Use	

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 12
Land Use Analysis

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #12, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #12.

Relative Water Infrastructure Cost: Low

WASTEWATER

This opportunity area is located within Systems 5 and 6. This area has a developed collection and trunk sewer system. Flows from proposed land uses would be similar to those previously planned. The area is within the greater Downtown area, which has some of the oldest collection system infrastructure. Many of the existing pipelines were constructed within poor soils that tend to increase the likelihood of pipeline deterioration over time, and the need for rehabilitation. A new pump station (Lincoln Street Pump Station) and force main are needed to carry increased flows from the portion of the Downtown area within System 5. Several existing downstream (off-site) trunk sewers in System 5 may have flows reaching capacity, and trunk sewers in both Systems 5 and 6 are expected to require upsizing as a result of cumulative planned growth.

The qualitative cost for this opportunity area is rated high relative to the other opportunity areas given the new pump station and force main improvements, as well as the major downstream trunk sewers with identified capacity limitations.

Relative Wastewater Infrastructure Cost: High

STORMWATER

Similar to other Downtown opportunity areas, Opportunity Area #12 has significant existing development and impervious area that is currently connected to the City's drainage infrastructure. With additional infill development planned by the Open Window project, land uses would be slightly more intensive, but additional impervious area is not likely to be generated because there is very little pervious area under the existing condition. One additional concern is that there is little space for stormwater quality mitigation measures, and filters or vaults would need to be installed on a project-by-project basis, which can be expensive. The additional cost of Opportunity Area #12 is still expected to be relatively low, compared with other locations.

Relative Stormwater Infrastructure Cost: Low

MARKET FEASIBILITY

The Open Window project stems from an agreement between Ten Space, a development company formerly affiliated with the Cort Group, and the City of Stockton for the exclusive right to negotiate to buy City-owned properties within a 15-acre area of Downtown Stockton. The project's goal is to provide opportunities for new retail, restaurants, and mixed industrial/art studio space, as well as new market rate housing units in the Downtown area. The project area is well suited to a dense and pedestrian-friendly environment, with good access to public transportation, including the ACE train at Cabral Station. A major impediment is concern about safety and security, which can inhibit the attraction of patrons, residents, businesses, and employees. Other barriers include infrastructure capacity; although there is capacity for most utilities to absorb additional demand (e.g., the wastewater treatment plants have additional capacity), the delivery infrastructure, like sewer and water pipes, may require significant upgrades.

The Open Window project has thus far initiated six projects in the Downtown area: the 15,000-square foot Brick Hotel; the 34,000-square foot Newberry Building; the 22,500-square foot Belding Building, which also

houses the 1,200-square foot Huddle co-working space; the 60,000-square foot Medico building; and the 5,000-square foot Sycamore event space. Ten Space is currently evaluating the feasibility of constructing a new mixed-use commercial and residential building. If developed as expected, the Open Window project could produce up to 1,400 new and/or rehabilitated residential units, as well as 290,000 square feet of mixed retail and office space and 110,000 square feet of light industrial and studio art space. With five projects already completed and at least two currently underway, the Open Window project represents an important opportunity to support ongoing revitalization efforts in the Downtown, as well as support the City's compliance with the 2035 General Plan Settlement Agreement. If fully developed, the 1,400 residential units included in the Open Window project would account for nearly 32 percent of the goal for 4,400 residential units in the Downtown under the Settlement Agreement, and would account for around 7 percent of the projected citywide housing demand, or nearly 24 percent of the citywide multi-family housing demand. The remaining commercial development would be sufficient to absorb roughly 3.5 percent of the citywide office demand through 2040 and around 2 percent of the retail demand.[1] The light industrial space would be sufficient to absorb around 1.8 percent of the citywide projected demand, though it would be oriented toward artists and small craft producers, rather than traditional manufacturers.

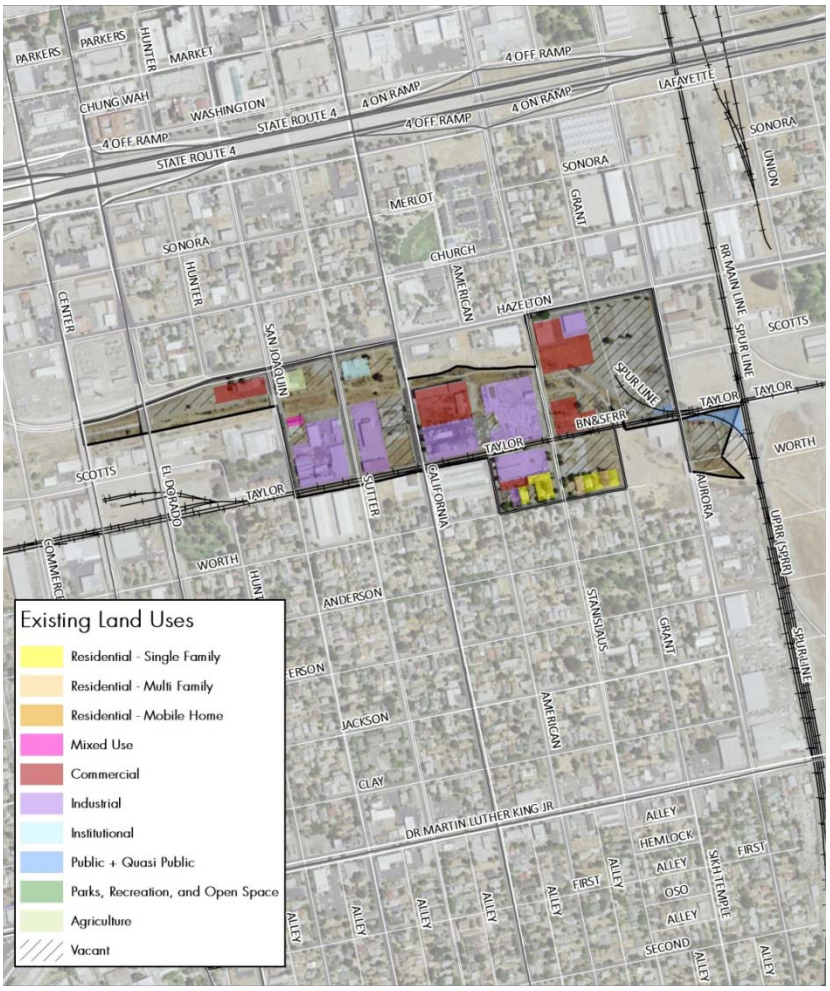
Relative Responsiveness to Market Opportunities & Economic Development Goals: High

[1] Assumes that the retail component accounts for roughly one-fifth of the total commercial development.

OPPORTUNITY AREA #13

Opportunity Area #13 is located between Hazelton Avenue and Worth Street, generally bordered to the south and east by railroad tracks. The opportunity area is approximately 50 acres in size. Current uses include residential, commercial, industrial, and public/institutional. There are approximately 13 acres of vacant land and 12 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that the entire area is rezoned to the Downtown commercial zone, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	10	10	52,200	64,100
MAXIMUM BUILDOUT	10	1,720	4,288,000	16,300
REDUCED BUILDOUT	10	1,720	2,147,800	16,300

LAND USE

The proposed zoning within Opportunity Area #13 is shown on the figure on the following page. This area is currently zoned primarily for industrial use, while the frontages along Worth Street are zoned Residential – High Density. As shown in the figure, the entire area is proposed for Commercial – Downtown, which allows high residential densities and mixed-use development appropriate for the Downtown.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are generally consistent, with some exceptions. The area fronting Hazelton Avenue west of California Street is designated by the General Plan for commercial use, but zoned for industrial use. In addition, the frontages along Worth Street are designated by the General Plan for low density residential, but zoned for high density residential. The proposed zoning changes would require corresponding General Plan land use designation changes, except for the frontage along Hazelton Avenue that is already designated for commercial use.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The City of Stockton 2015-2023 Housing Element identifies the parcel at the northeast corner of the intersection of Worth Street and Stanislaus Street as a small single site available for residential development. As described above, this Infill Opportunities Report proposes that the parcels along Worth Street change from Residential – High Density to Commercial – Downtown. Although this would change the zoning of this small single housing site from a residential to a commercial zone, the City of Stockton Development Code allows residential development in the Commercial – Downtown zone. The Commercial – Downtown zone allows a higher density of residential development than the Residential – High Density zone. Therefore, development of this opportunity area as anticipated in this report would allow more housing than was identified on this small single housing site in the City's Housing Element, which supports the goals and policies of the Housing Element.

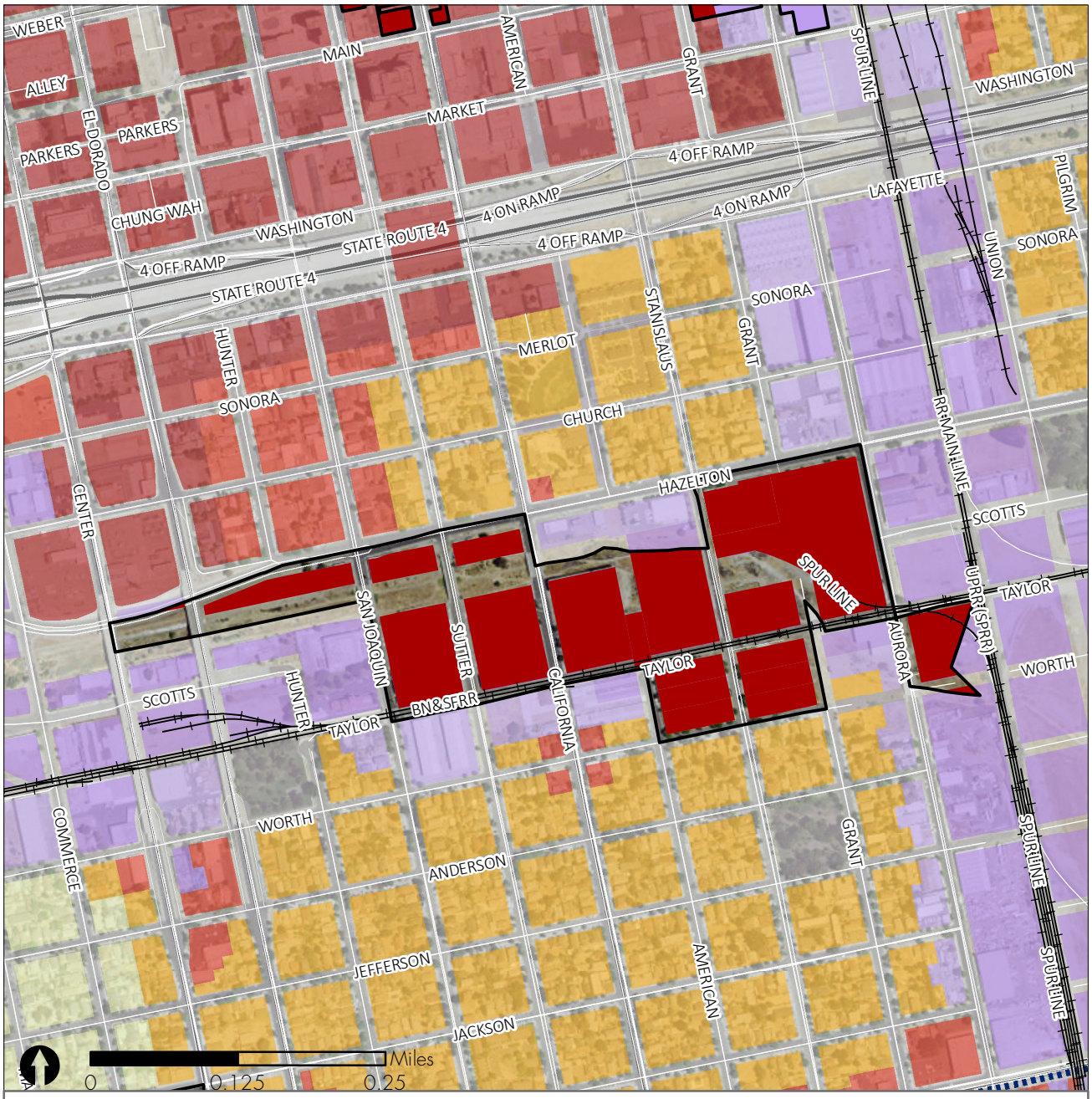
LAND USE COMPATIBILITY

The planned mixed-use development in this opportunity area could include residential uses, which could be incompatible with industrial uses that border the majority of the area. Most of these potential conflict areas are separated by railroad tracks, a creek, and roadways. In the southeast portion of this opportunity area, there is a potential conflict with adjacent industrial uses with no buffer; however, given the mixed-use nature of potential development, residential components of a project could be buffered from adjacent industrial uses with other uses.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #13 would require changing the General Plan land use designations and zoning districts as described above. The planned land uses would allow more housing on a small single site available for residential development than was identified in the Housing Element, which would support the goals and policies of the Housing Element. Although the residential components of the planned mixed-use development could be incompatible with adjacent industrial uses, existing buffers would be available for the most part, and mixed-use development could be configured to use non-residential uses as a buffer to adjacent industrial uses. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate



Zoning

Residential	Commercial	Commerical - Office	Open Space
Residential - Low Density	Commercial - Auto	Industrial	Public Facilities
Residential - Medium Density	Commercial - Downtown	Industrial - General	Port
Residential - High Density	Commercial - General	Industrial - Limited	University/College
Residential - Estates	Commercial - Large-Scale	Other	Un-zoned
	Commercial - Neighborhood	Mixed Use	

Source: City of Stockton; PlaceWorks, 2016.

INFRASTRUCTURE

WATER

This area was partially developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently partially developed, although some redevelopment could occur. There is distribution network piping supplying the existing area. The area is adjacent to existing transmission piping.

The low cost of water infrastructure needs combined with a relatively high number of EDUs indicates an overall low infrastructure cost per EDU relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #13, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #13.

Relative Water Infrastructure Cost: Low

WASTEWATER

This opportunity area is located within System 6. This area has a developed collection and trunk sewer system; however, the proposed land uses would generate flows over nine times greater than previously planned. Several existing downstream (off-site) trunk sewers in System 6 may have flows reaching capacity, especially as a result of cumulative planned growth. Some new or upsized collection mains will likely be required to connect portions of the area to existing trunk sewers, and the higher flows may trigger additional trunk sewer improvements.

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas given the potential for both collection main and trunk sewer improvements being necessary.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

Similar to other Downtown opportunity areas, Opportunity Area #13 has significant existing development and impervious area that is currently connected to the City's drainage infrastructure. With additional infill development, land uses would be slightly more intensive, but additional impervious area is not likely to be generated, and, with some undeveloped land in the infill condition, there could be an opportunity for detention for water quality mitigation. The additional cost of Opportunity Area #13 is still expected to be relatively low, compared with other locations.

Relative Stormwater Infrastructure Cost: Low

MARKET FEASIBILITY

Opportunity Area #13 includes a mix of vacant and underutilized land, as well as around 64,100 square feet of industrial space and 52,200 square feet of commercial space. The area also includes less than 10 single-family homes and 10 multi-family housing units. If redeveloped, as currently envisioned, the area would be sufficient to accommodate 1,710 new multi-family housing units, as well as a likely buildout of around 2.1 million square feet of commercial space. This would be sufficient to accommodate almost 9 percent of the housing demand projected through 2040, including nearly 29 percent of the multi-family housing demand. It would also be sufficient to accommodate around 20 percent of the projected commercial real estate demand, including both retail and office uses. Redevelopment would also entail the removal of roughly 47,700 square feet of existing industrial space. Given that the area features large amounts of underutilized land, it likely represents a medium-term infill redevelopment opportunity. While the area lacks significant historic resources that could be used to develop a

district character, redevelopment may also help to reconnect the existing residential neighborhoods to both the north and south of the opportunity area.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #14

Opportunity Area #14 is located between Hazelton Avenue and Sonora Street, west of Lincoln Street. The opportunity area is approximately 6 acres in size. Current uses include residential and industrial. There are approximately 3 acres of vacant land and 1 acre of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that the area is rezoned to commercial to allow mixed-use development, as discussed further in the land use analysis.

	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	2	0	0	4,100
MAXIMUM BUILDOUT	0	80	37,300	700
REDUCED BUILDOUT	0	80	18,700	700

LAND USE

The proposed zoning within Opportunity Area #14 is shown on the figure on the following page. This area is currently zoned Industrial – General. As shown in the figure, the entire area is proposed for Commercial – General, which would provide the opportunity for mixed-use development, including multi-family units, in the greater Downtown area.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are currently consistent. The proposed zoning change would require a corresponding General Plan land use designation change.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #14 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The planned mixed-use development could conflict with the industrial zones that surround the opportunity area. However, potential conflicts would be limited because the uses would be buffered by streets on all sides.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #14 would require changing the General Plan land use designation and zoning district as described above; these uses do not conflict with the Housing Element. Although the residential components of the planned mixed-use development could be incompatible with adjacent industrial uses, roadways would provide a buffer. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

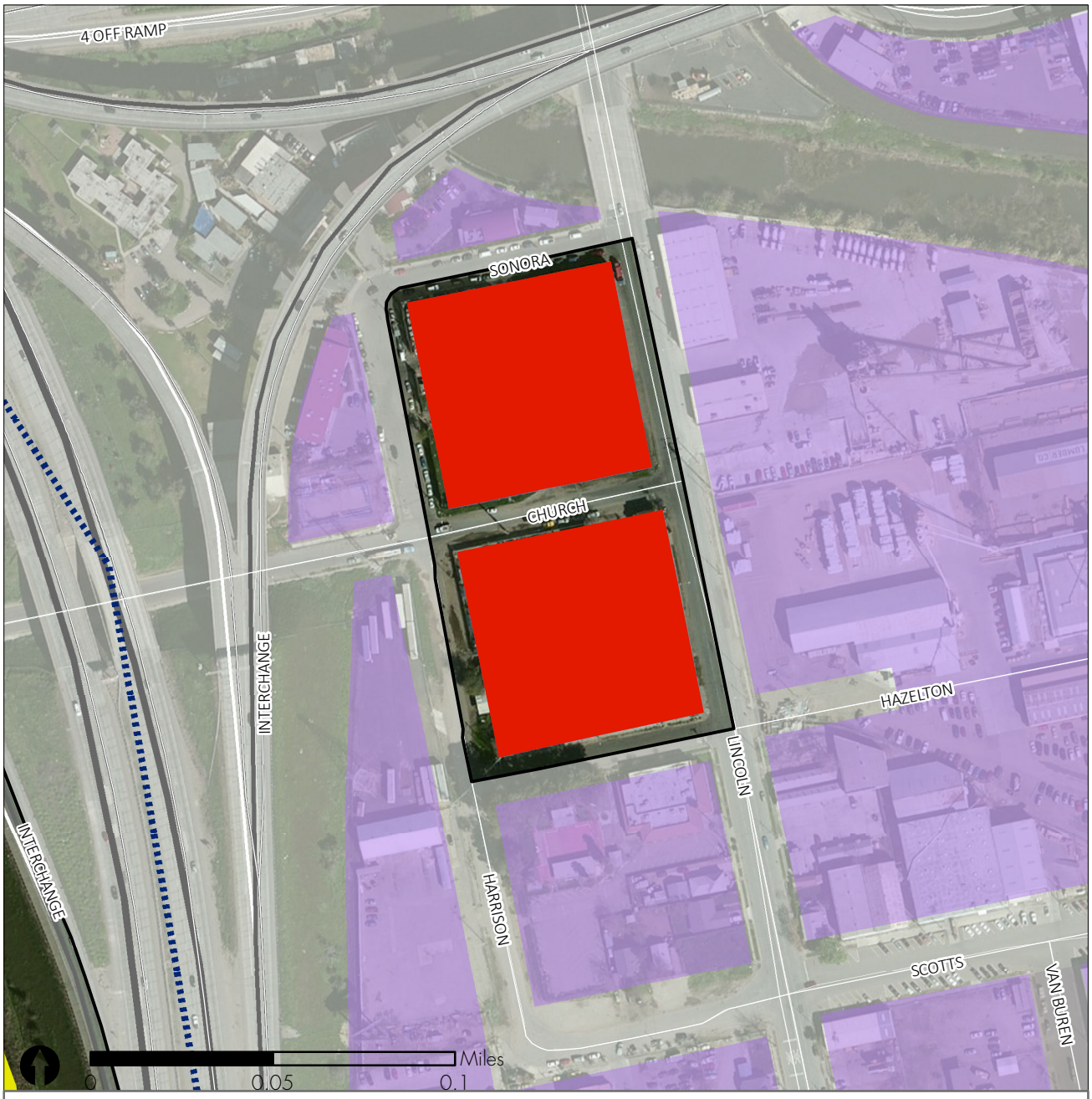
WATER

This area was partially developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently partially developed, although some redevelopment could occur. There is distribution network piping supplying the existing area. The area is adjacent to existing transmission piping.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #14, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #14.

Relative Water Infrastructure Cost: Low



Zoning

Residential	Commercial		Commerical - Office	Open Space
Residential - Low Density	Commercial - Auto	Industrial		Public Facilities
Residential - Medium Density	Commercial - Downtown		Industrial - General	Port
Residential - High Density	Commercial - General		Industrial - Limited	University/College
Residential - Estates	Commercial - Large-Scale	Other		Un-zoned
	Commercial - Neighborhood		Mixed Use	

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 14
Land Use Analysis

WASTEWATER

This opportunity area is located within System 5, downstream of an area that would require a new pump station to address capacity concerns. The proposed land uses would generate flows about 50 percent greater than previously planned, but it is unlikely this would trigger upsizing in the local collection system. One segment of the existing downstream (off-site) trunk sewers may have flows reaching its capacity and will likely require upsizing as a result of cumulative planned growth.

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas.

Relative Wastewater Infrastructure Cost: Low

STORMWATER

Opportunity Area #14 is approximately 50 percent built out, with significant impervious area and connections to the City's drainage infrastructure. With additional infill development, land uses would be slightly more intensive, but additional impervious area is not likely to be generated, and, with some undeveloped land in the infill condition, there could be an opportunity for detention for water quality mitigation. The additional cost of Opportunity Area #14 is still expected to be relatively low, compared with other locations.

Relative Stormwater Infrastructure Cost: Low

MARKET FEASIBILITY

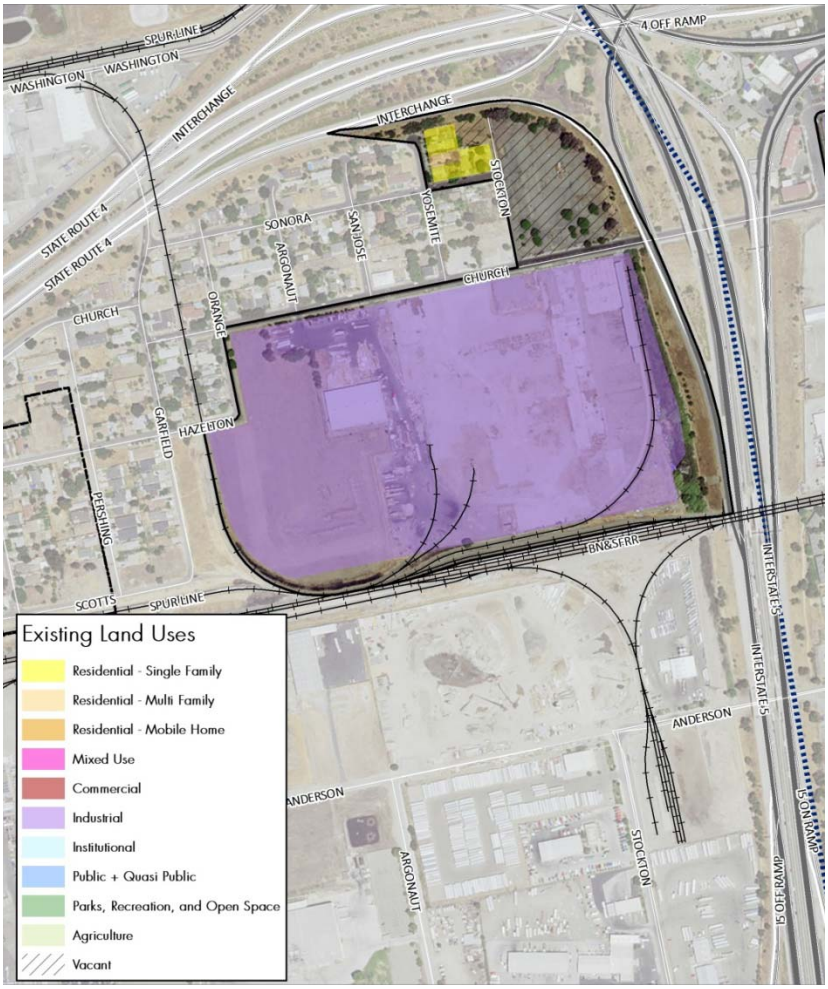
This opportunity area currently features around 4,100 square feet of industrial space and is otherwise being used for open-air storage. Adjacent land uses primarily include industrial properties, as well as the Stockton Shelter for the Homeless and the Stockton Head Start facility, among others. If redeveloped as currently envisioned, the site could accommodate around 80 multi-family housing units, as well as around 18,600 square feet of commercial space. This would be sufficient to absorb less than 1.5 percent of the projected multi-family housing demand and less than 0.2 percent of the projected demand for commercial development through 2040. Given the low intensity of the existing use, this may represent a near- to medium-term infill redevelopment opportunity within the greater Downtown.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #15

Opportunity Area #15 is located between Highway 4 and the railroad tracks, west of Interstate 5. The opportunity area is approximately 56 acres in size. Current uses include residential and industrial. There are approximately 5 acres of vacant land and approximately 40 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that the industrially-zoned area is rezoned for residential use, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**10**	**1**	**0**	**340,200**
BUILDOUT	**10**	**570**	**0**	**0**

LAND USE

The proposed zoning within Opportunity Area #15 is shown on the figure on the following page. The area north of Sonora Street and west of Stockton Street is currently zoned Residential – Medium Density, while the rest of the opportunity area is zoned for industrial use. As shown in the figure, the entire area is proposed for Residential – Medium Density, which would allow for the reuse of a vacant former industrial site for multi-family residential, consistent with the surrounding area.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are currently consistent. The proposed zoning change would require a corresponding General Plan land use designation change.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The City of Stockton 2015-2023 Housing Element identifies the parcel at the northwest end of Stockton Street as an opportunity site available for residential development (Opportunity Site GDA-132). This Infill Opportunities Report does not propose any changes to the existing zoning on this parcel, which currently allows housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The planned medium density residential uses are bordered by Residential – Medium Density and Industrial – Limited zones. The adjacent industrial uses could conflict with planned residential uses, but streets and the railroad would serve as a buffer and limit potential conflicts.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #15 would require changing the General Plan land use designations and zoning districts as described above; these uses do not conflict with the Housing Element. Although the residential uses could be incompatible with adjacent industrial uses, roadways and the railroad would provide a buffer. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

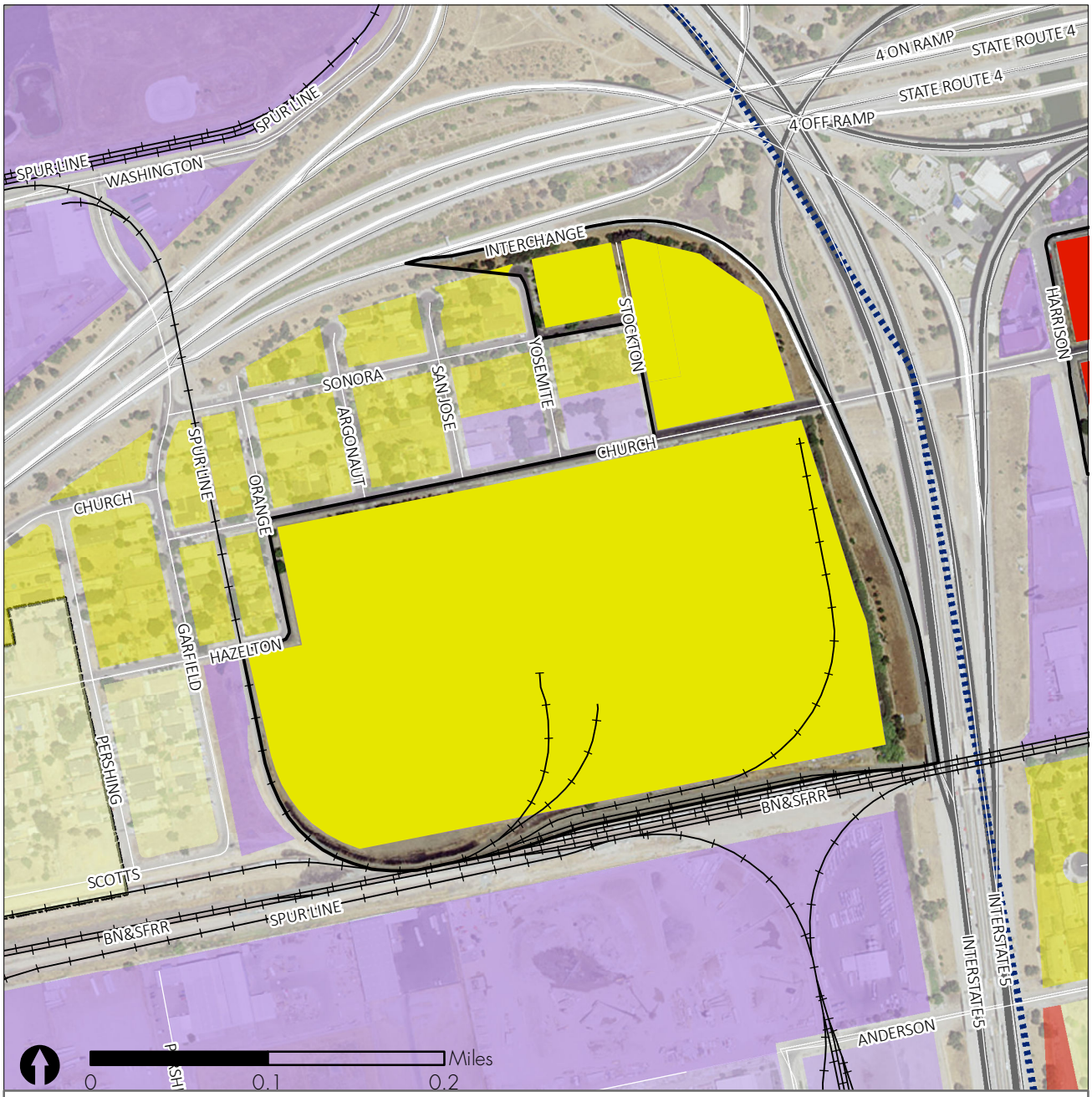
WATER

This area was partially developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently partially developed, although some redevelopment could occur. There is some distribution network piping supplying the existing area, but more may be required. The area will also likely require additional transmission piping.

Because the area would require both distribution and transmission piping, the infrastructure cost per EDU is rated high relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #15, would be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required in most of the opportunity areas in the cluster. However, as indicated above, this opportunity area may in fact require additional transmission piping. Given that the other opportunity areas in this cluster will not require substantial new infrastructure, it's unlikely that development in those areas would offset the high infrastructure costs in Opportunity Area #15.

Relative Water Infrastructure Cost: High



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood

- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use

- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

Source: City of Stockton; PlaceWorks, 2016.

WASTEWATER

This opportunity area is located within System 5, downstream of an area that would require a new pump station to address capacity concerns. The proposed land uses would generate flows at or below the flow previously planned. An on-site collection system would be required to serve anticipated development. One segment of the existing downstream (off-site) trunk sewer may have flows reaching its capacity and will likely require upsizing as a result of cumulative planned growth.

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas.

Relative Wastewater Infrastructure Cost: Low

STORMWATER

Opportunity Area #15 has some existing development and connections to the City's drainage infrastructure, as well as space for additional detention. With additional infill development, there is likely to be a small increase in the total imperviousness of the area. Opportunity Area #15 ranks low among the opportunity areas with an increase in runoff, and on-site detention could be incorporated with the new development. However, the potential costs associated with the detention basin would not be shared among multiple developments, and the assessment maintenance district annexation costs could be high, resulting in a moderate overall cost of stormwater infrastructure.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

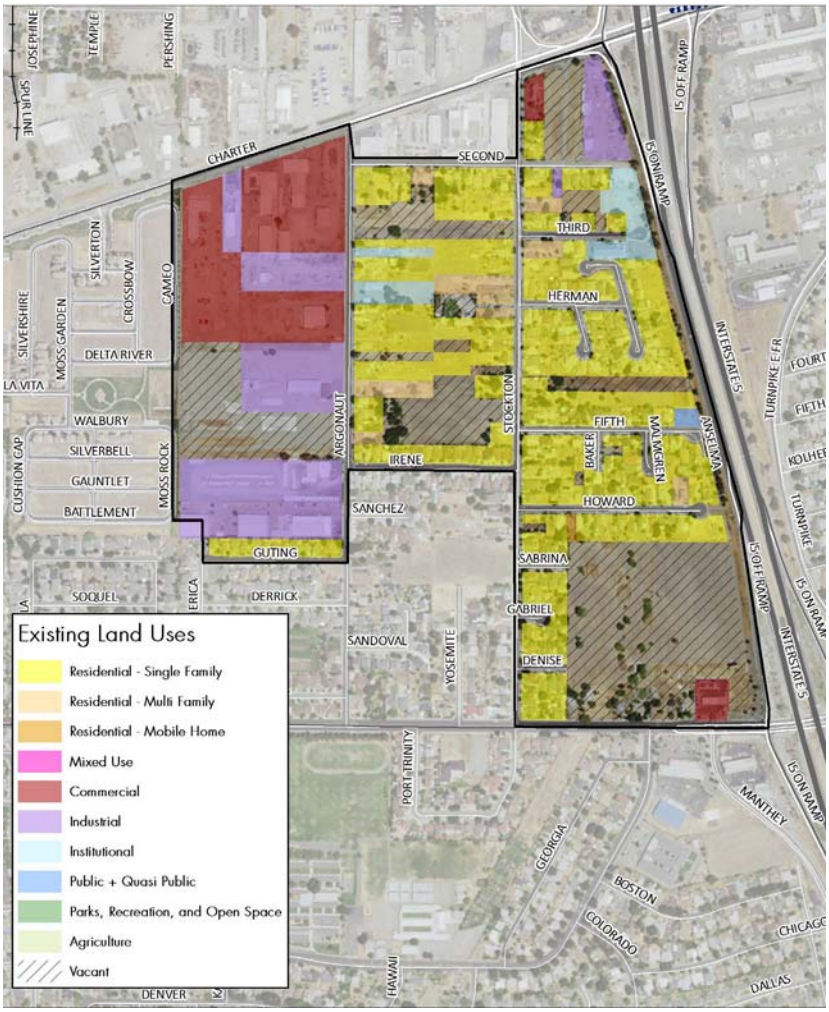
This opportunity area includes a predominantly vacant former industrial site, with adjacent residential uses. The area features a total of seven existing residential units, as well as 340,200 square feet of industrial space. If redeveloped as currently envisioned, the area could reasonably accommodate around 570 new multi-family residential units. This would be sufficient to absorb almost 3 percent of the projected new housing demand, including almost 10 percent of the projected multi-family housing demand through 2040. Redevelopment would also include the removal of all of the existing industrial development. Given the area's current condition, it may represent a good near- to medium-term redevelopment opportunity. Potential constraints include issues associated with proximity to existing heavy rail lines and Interstate 5, which may generate concerns regarding noise, safety and security, and particulate matter emissions.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #16

Opportunity Area #16 is located between Highway 4/ Charter Way and 8th Street, west of Interstate 5. The opportunity area is approximately 158 acres in size. Current uses include residential, commercial, and public/institutional. There are approximately 40 acres of vacant land and 17 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that some industrially-zoned areas are rezoned to allow residential and mixed-use development, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**230**	**30**	**94,200**	**74,800**
MAXIMUM BUILDOUT	**370**	**780**	**418,700**	**58,600**
REDUCED BUILDOUT	**370**	**780**	**249,000**	**58,600**

LAND USE

The proposed zoning within Opportunity Area #16 is shown on the figure on the following page. The area west of Argonaut Street shown as Commercial – General and the area north of Second Street shown as Residential - Low Density are currently designated and zoned for industrial use under the existing General Plan and Development Code. Changing the planned land uses as shown in the figure would provide significant opportunities for residential development, including multi-family units, close to industrial uses that provide jobs, while also maintaining overall consistency with the surrounding existing and planned land uses.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are generally consistent. The proposed zoning changes would require corresponding General Plan land use designation changes. The existing General Plan and zoning designations are currently inconsistent for a set of parcels located at the corner of Stockton and Herman Streets; the General Plan designates this area for Low Density Residential, but it is zoned Commercial - Neighborhood. The area is developed with low density residential, so it may be appropriate to clean up the zoning to match the General Plan land use designation.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The area east of Argonaut Street includes one opportunity site (Opportunity Site C3-8) and a number of lower density residential parcels identified as available for residential development in the City of Stockton 2015-2023 Housing Element. This Infill Opportunities Report does not propose any changes to the existing zoning on the housing opportunity site or on the lower density residential parcels, which currently allow housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

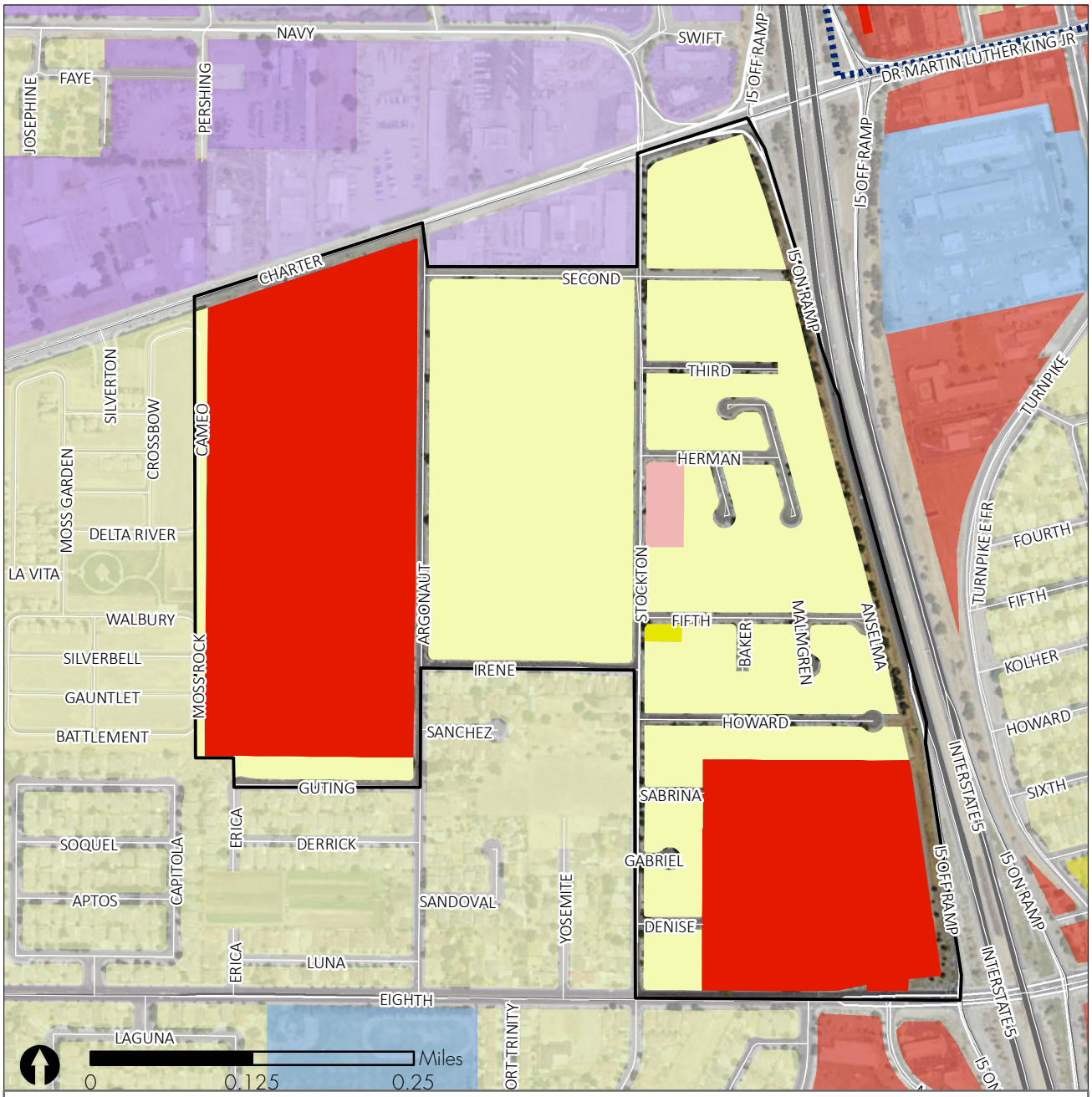
LAND USE COMPATIBILITY

The planned low and medium density residential, commercial, and mixed uses are internally compatible and compatible with the majority of the surrounding zoning districts, including Residential – Low Density and Commercial – General. An area zoned for industrial use borders the northern edge of this opportunity area, so there could be conflicts with the planned adjacent residential uses, but there would be a buffer provided by Charter Way, Second Street, and the Interstate 5 freeway ramp, limiting potential compatibility issues.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #16 would require changing the General Plan land use designations and zoning districts as described above; these uses do not conflict with the Housing Element. In addition, it may be appropriate to clean up the zoning in the area near Stockton and Herman Streets to reflect the General Plan land use designation and the current use. The planned land uses are compatible internally and with the majority of the surrounding planned land uses. Although the planned residential uses on the northern edge of the area could be incompatible with adjacent industrial uses, streets would provide a buffer and limit potential compatibility issues. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood

- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use

- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 16
Land Use Analysis

INFRASTRUCTURE

WATER

This area was partially developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently partially developed, although some redevelopment could occur. There is distribution network piping supplying the existing area, but more may be required. The area is adjacent to existing transmission piping.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #16, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #16.

Relative Water Infrastructure Cost: Low 

WASTEWATER

This opportunity area is located within Systems 6 and 7. The proposed land uses would generate flows about 20 percent higher than previously planned. An on-site collection system would be required to serve anticipated development, at least for the portion of the area that is currently undeveloped or of low density. Two relatively short segments of existing downstream (off-site) trunk sewers in System 6 may have flows reaching capacity and will likely require upsizing as a result of cumulative planned growth. Major trunk sewer upsizing is planned for the downstream portion of System 7; however, this upsizing would not be the result of this opportunity area and therefore is not factored into this analysis.

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas.

Relative Wastewater Infrastructure Cost: Low 

STORMWATER

Opportunity Area #16 is similar in existing condition to Opportunity Area #15, with significant existing development and a large overall size. There are portions of the opportunity area that do not appear to have existing stormwater infrastructure. With additional infill development, there is likely to be an increase in impervious area that will lead to a more rapid peak flow, requiring additional infrastructure and detention. There is available space to incorporate detention on site. Opportunity Area #16 ranks sixth among the 21 opportunity areas with an increase in runoff, with an expectation of relatively high cost of implementation.

Relative Stormwater Infrastructure Cost: High 

MARKET FEASIBILITY

Opportunity Area #16 covers an extensive area that includes a mix of vacant land, existing single-family residential neighborhoods, and large industrial parcels. The available data indicate that the site features 230 existing single-family housing units, 30 existing multi-family housing units, 94,200 square feet of existing commercial space, and 74,800 square feet of existing industrial space. If built out as currently envisioned, the area could accommodate an additional 140 single-family housing units, 750 new multi-family housing units, and more than 324,400 square feet of new commercial space. This would, however, require the removal of around 16,200 square feet of existing industrial space. This development would be sufficient to absorb around 4.5 percent of the projected new housing demand through 2040, including nearly 13 percent of the projected multi-family housing demand. It would also be sufficient to accommodate around 3 percent of the projected demand for new commercial development. If development

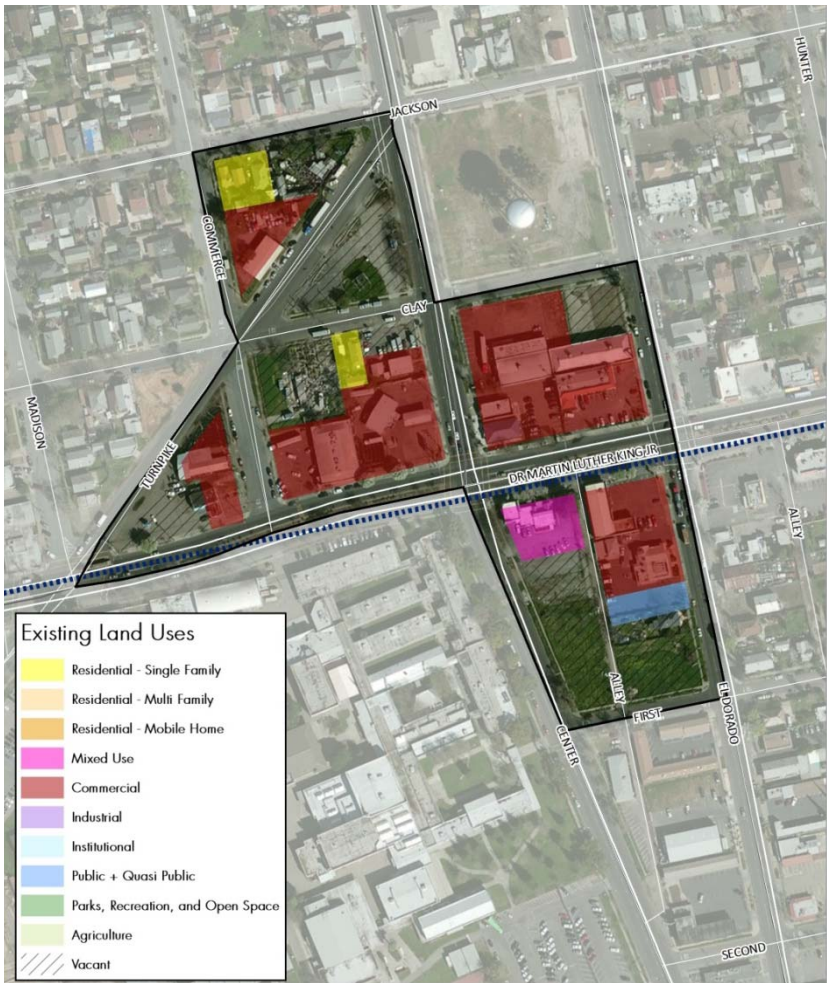
can be undertaken in such a way that it does not require the need to remove significant amounts of existing development, this may represent a more near-term opportunity.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #17

Opportunity Area #17 is located between Jackson Street and First Street, west of El Dorado Street. The opportunity area is approximately 15 acres in size. Current uses include residential, commercial, and public. There are approximately 3 acres each of vacant land and underutilized land in this opportunity area.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**4**	**0**	**51,100**	**0**
MAXIMUM BUILDOUT	**4**	**140**	**81,600**	**0**
REDUCED BUILDOUT	**4**	**140**	**49,800**	**0**

LAND USE

As shown on the figure on the following page, Opportunity Area #17 is currently zoned Commercial – General for the majority of the area; two parcels on the southeast corner of Jackson Street and Commerce Street are zoned Residential – Low Density. This Infill Opportunities Report does not propose any changes to these zoning designations.

GENERAL PLAN AND ZONING CONSISTENCY

The General Plan designates this entire opportunity area for commercial use, so the two parcels zoned for residential use are inconsistent. These parcels are currently developed with residential uses, so it may be appropriate to change the General Plan land use designation to match the zoning on these parcels as part of the General Plan Update.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

This opportunity area includes five opportunity sites (Opportunity Sites GDA-110, GDA-114, GDA-155, GDA-175, and C3-2) identified as available for residential development in the City of Stockton 2015-2023 Housing Element. This Infill Opportunities Report does not propose any changes to the existing zoning, which currently allows housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The planned commercial/mixed use and residential land uses are internally compatible, as well as with the surrounding zones, which include Residential – Low Density, Residential – High Density, Commercial – General, and Public Facilities.

LAND USE ANALYSIS SUMMARY

The planned land uses in Opportunity Area #17 are consistent with the existing zoning map and the Housing Element. The General Plan land use map is inconsistent with one portion of this opportunity area, but could be cleaned up as part of this General Plan Update to reflect both the zoning map and the current use. The planned land uses are also compatible with the surrounding planned land uses. Therefore, this opportunity area is ranked as having high land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: High

INFRASTRUCTURE

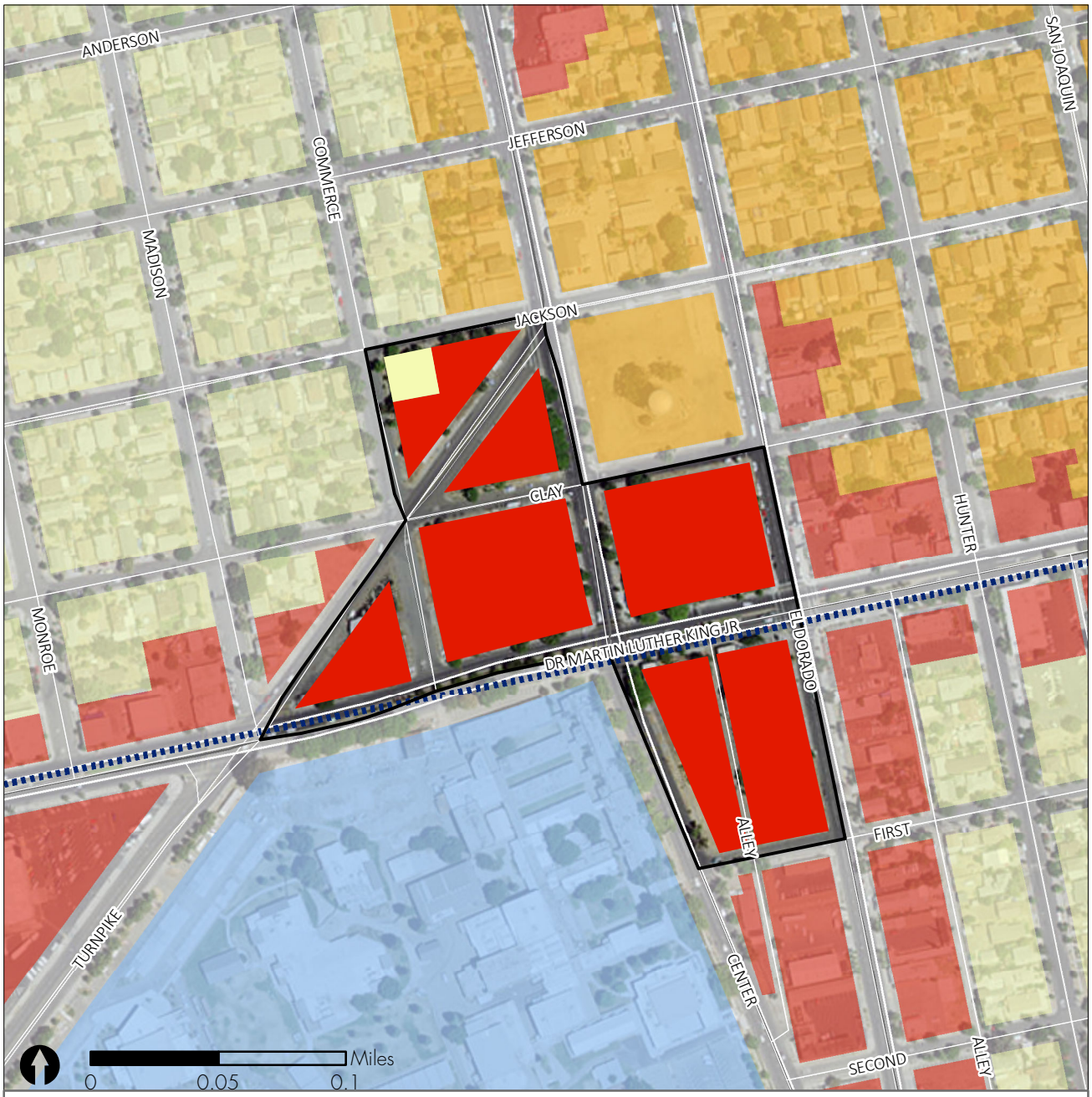
WATER

This area was partially developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently partially developed, although some redevelopment could occur. There is distribution network piping supplying the existing area. The area is adjacent to existing transmission piping.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #17, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #17.

Relative Water Infrastructure Cost: Low



Source: City of Stockton; PlaceWorks, 2016.

WASTEWATER

This opportunity area is located within System 6, and would not require significant additional on-site collection system improvements to serve anticipated development. One segment of existing downstream (off-site) trunk sewers in System 6 may have flows reaching its capacity and may require upsizing as a result of cumulative planned growth.

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas.

Relative Wastewater Infrastructure Cost: Low

STORMWATER

Opportunity Area #17 is approximately 75 percent built out, with significant impervious area and connections to the City's drainage infrastructure. With additional infill development, land uses would be slightly more intensive, but little additional impervious area is likely to be generated, and there is space for on-site detention. New stormwater runoff would be low compared to the other opportunity areas with an increase in runoff, so the potential cost of stormwater infrastructure for this opportunity area is low.

Relative Stormwater Infrastructure Cost: Low

MARKET FEASIBILITY

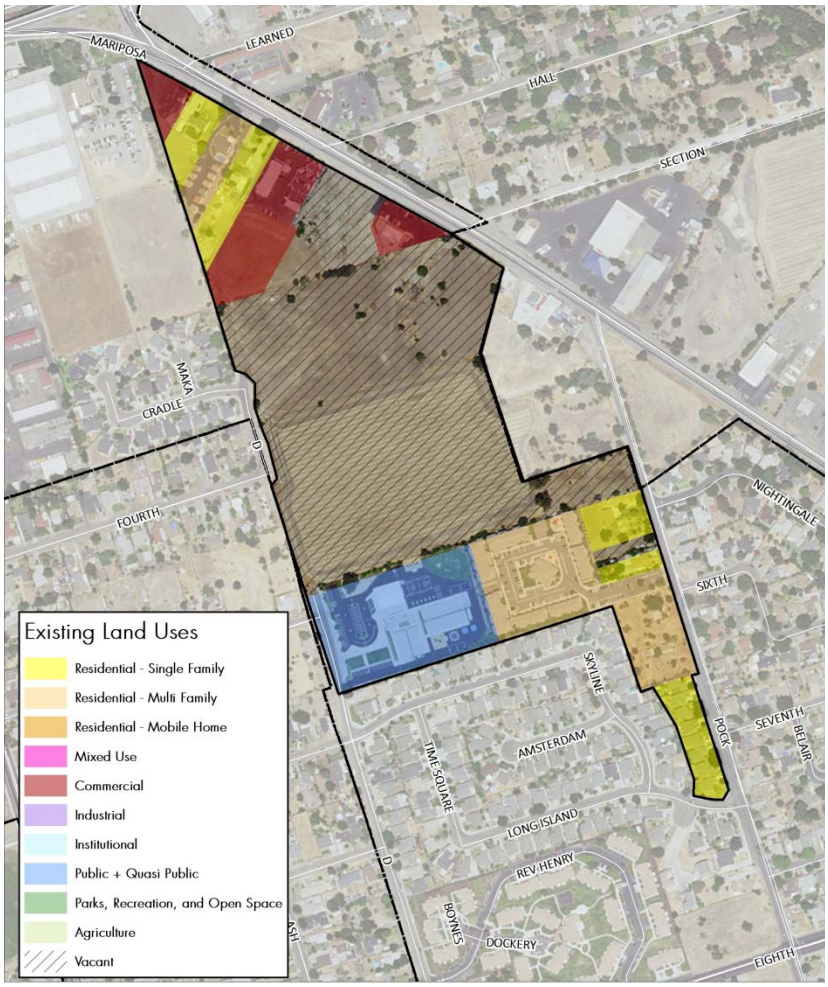
This opportunity area covers roughly four square blocks; adjacent land uses include primarily single-family homes, some limited commercial development, and the Edison High School Campus on the south side of Charter Way. The area currently features four single-family housing units, as well as roughly 51,000 square feet of existing commercial development. If redeveloped as currently envisioned, some underperforming commercial space would be redeveloped for mixed-use development, resulting in a net reduction of nearly 1,300 square feet commercial space and the addition of 141 new multi-family housing units. This would be sufficient to absorb around 2.4 percent of the projected new multi-family housing demand through 2040. Because the area is broken up across multiple blocks, as well as the presence of existing structures, it likely represents a longer-term redevelopment opportunity.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #18

Opportunity Area #18 is located between D Street and Pock Lane, south of Mariposa Road. The opportunity area is approximately 43 acres in size. Current uses include residential, commercial, and public. There are approximately 24 acres of vacant land and 2 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that the residential zones are changed to allow mixed-use development, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**10**	**80**	**9,600**	**0**
MAXIMUM BUILDOUT	**10**	**650**	**259,000**	**0**
REDUCED BUILDOUT	**10**	**650**	**129,500**	**0**

LAND USE

The proposed zoning within Opportunity Area #18 is shown on the figure on the following page. The area south of Section Avenue is currently zoned for low and medium density residential uses, while the northern portion is zoned Commercial – General. As shown in the figure, the entire area is proposed for Commercial – General, which would provide the opportunity for mixed-use development, including multi-family units, along a major roadway and near established residential uses.

GENERAL PLAN AND ZONING CONSISTENCY

The southern portion of the opportunity area's frontage onto Mariposa Road is designated by the General Plan for commercial use, but zoned for residential. In addition, the entire southern portion is designated for low density residential uses, but the zoning includes some medium density residential. The proposed zoning changes would require corresponding General Plan land use designation changes, which would address these inconsistencies.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The area north of Section Avenue includes one opportunity site (Opportunity Site C2-1) identified as available for residential development in the City of Stockton 2015-2023 Housing Element. This Infill Opportunities Report does not propose any changes to the existing zoning on this housing opportunity site, which currently allows housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The planned mixed use development is compatible with the majority of the surrounding planned land uses. Planned land uses for areas within the city limit are outlined in the zoning map, which include Residential – Low Density and Commercial – General in adjacent areas. Portions of the opportunity area border the city limit; the General Plan designates the area outside the city limit, adjacent to the opportunity area, for low density residential, commercial, and industrial uses. The planned industrial uses are located along the eastern border of the opportunity area, but would be buffered by Mariposa Road, helping to limit potential incompatibility issues.

LAND USE ANALYSIS SUMMARY

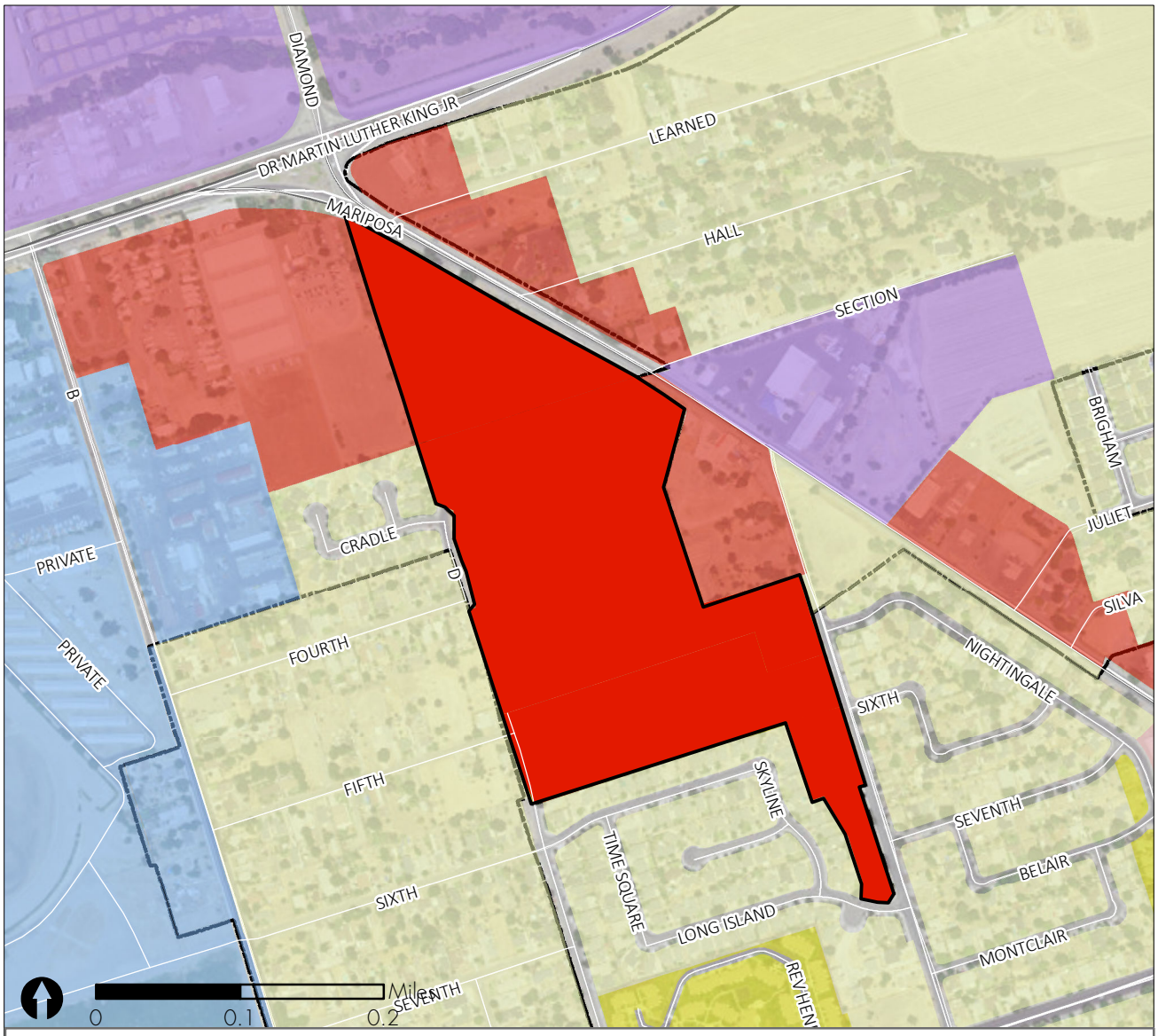
The planned land uses in Opportunity Area #18 would require changing the General Plan land use designations and zoning districts as described above; these uses do not conflict with the Housing Element. The planned land uses are compatible internally and with the majority of the surrounding planned land uses. Although residential components of the planned mixed use development on the eastern edge of the area could be incompatible with adjacent industrial uses, Mariposa Road would provide a buffer and limit potential compatibility issues. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

WATER

This area was partially developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently partially developed, although some redevelopment could occur. There is some distribution network piping supplying the existing area, but more will likely be required. The area is adjacent to some existing transmission piping, but more may be required.



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 18
Land Use Analysis

Because some amount of both distribution and transmission piping will be required, the infrastructure cost per EDU is rated moderate relative to the other opportunity areas.

Relative Water Infrastructure Cost: Moderate

WASTEWATER

This opportunity area is located within System 6, and would not require significant additional on-site collection system improvements to serve anticipated development. The proposed land uses would generate flows about 90 percent greater than previously planned, but it is unlikely this would trigger upsizing in the local collection system. Several segments of existing downstream (off-site) trunk sewers in System 6 may have flows reaching capacity and may require upsizing as a result of cumulative planned growth; however, these improvements, if necessary, would not be the result of this opportunity area and therefore are not considered a major cost for this analysis.

The qualitative cost for this opportunity area is rated low relative to the other opportunity areas.

Relative Wastewater Infrastructure Cost: Low

STORMWATER

Opportunity Area #18 is approximately 30 percent built out, with developed areas already connected to the City's drainage infrastructure. If the remaining portion of the area is developed, it would likely cause the timing of the peak and total volume of stormwater to increase. Additional on-site detention could be implemented. The potential cost of stormwater infrastructure for this opportunity area is moderate; it ranks ninth among the 21 opportunity areas with an increase in runoff.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

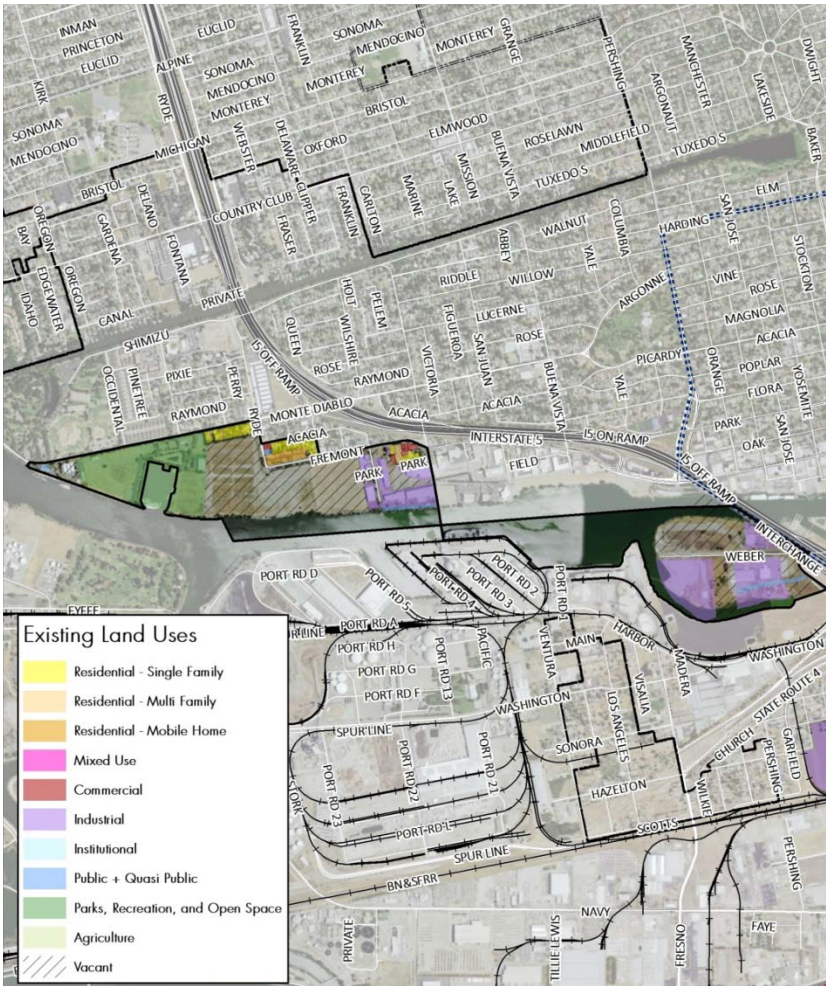
This relatively large area includes large amounts of vacant land, as well as some limited commercial development along Mariposa Road. The area also features the Rosa Parks Academy and the Wisteria Apartments at its southern end. In total, the existing development includes about 10 single-family homes, 80 multi-family housing units, and just over 9,600 square feet of existing commercial space. If built out, as currently envisioned, the area may reasonably accommodate around 570 new multi-family housing units, in addition to around 129,500 square feet of additional commercial space. This would be sufficient to absorb almost 10 percent of the multi-family housing demand and just over 1 percent of the commercial demand projected through 2040. Given the area's location between an established residential area and a large-format industrial area, it is not likely to support large-scale commercial development, though the addition of a moderate amount of space, similar to that identified above, may be viable at this location.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High

OPPORTUNITY AREA #19

Opportunity Area #19 is located along the San Joaquin River, west of Interstate 5. The opportunity area is approximately 237 acres in size. Current uses include residential, commercial, industrial, public, and parks. There are approximately 80 acres of vacant land and 16 acres of underutilized land in this opportunity area.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**70**	**10**	**18,200**	**369,800**
MAXIMUM BUILDOUT	**0**	**0**	**0**	**1,992,900**
REDUCED BUILDOUT	**0**	**0**	**0**	**996,500**

LAND USE

As shown on the figure on the following page, Opportunity Area #19 is currently zoned primarily for industrial use, although a small area fronting Acacia Street is zoned Residential – Medium Density. This Infill Opportunities Report does not propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The General Plan and zoning designations are largely inconsistent in this area. The majority of the area is designated by the General Plan for commercial uses. The area south of the Residential – Medium Density zone along Acacia Street is designated for low density residential uses, and the area along the waterfront is designated for institutional and recreation uses. Given the dominant industrial land use in this area, it may be appropriate to change the General Plan land use designations to match the zoning as part of the General Plan Update.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #19 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The majority of the opportunity area is zoned for industrial uses and is surrounded by compatible zoning districts that allow industrial, port, and public uses. As indicated above, this Infill Opportunities Report does not recommend changing the industrial zoning designations. The operational characteristics of the industrial uses in this area are not compatible with many other uses that are sensitive to potential noise, dust, air quality, and aesthetic issues, among others; maintaining the industrial zoning will help to avoid potential land use compatibility issues.

Nevertheless, there are some existing land use compatibility issues at the edges of this opportunity area. Along the northern boundary, there are incompatible zoning districts, including Residential – Low Density, Residential – High Density, and Commercial – Neighborhood, but Monte Diablo Avenue would provide a buffer and limit potential issues. Internal to the opportunity area, the area zoned Residential – Medium Density along Acacia Street could create or exacerbate an incompatibility between residential and industrial uses.

LAND USE ANALYSIS SUMMARY

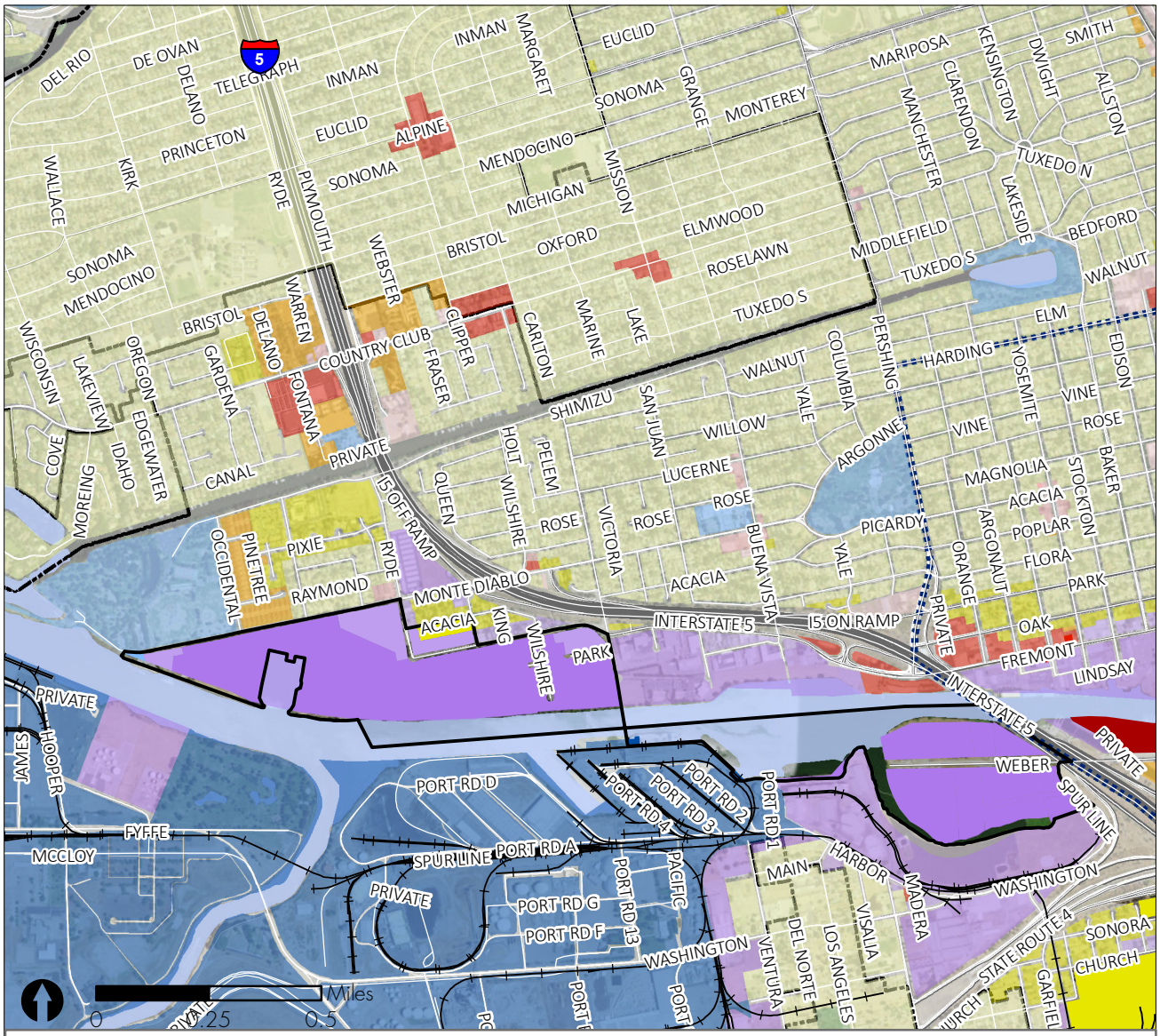
The planned land uses in Opportunity Area #19 are consistent with the existing zoning map and the Housing Element, but largely inconsistent with the existing General Plan land use map. The planned land uses may create some incompatibilities in the northern portions of this opportunity area, including one area along Acacia Street that would lack any buffers between incompatible uses. Therefore, this opportunity area is ranked as having low land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Low

INFRASTRUCTURE

WATER

This area was partially developed when the 2009 Water Supply and Facilities Master Plan was prepared and is currently partially developed, although some redevelopment could occur. There is some distribution network piping supplying the existing area, but more will likely be required. The area is adjacent to some existing transmission piping, but more may be required.



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 19
Land Use Analysis

Because some amount of both distribution and transmission piping will be required, the infrastructure cost per EDU is rated moderate relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #19, would be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required in most of the opportunity areas in the cluster. However, as indicated above, this opportunity area may in fact require additional distribution and transmission piping. Given that the other opportunity areas in this cluster will not require substantial new infrastructure, it's unlikely that development in those areas would offset the moderate infrastructure costs in Opportunity Area #19.

Relative Water Infrastructure Cost: Moderate

WASTEWATER

This opportunity area is located within Systems 3 and 5. For the portion within System 3, a new small lift station is potentially needed, but not considered likely. Several existing downstream (off-site) trunk sewers may have flows reaching capacity and require upsizing as a result of cumulative planned growth. The downstream Smith Canal Pump Station and its two force mains will also require upsizing and upgrades as a result of cumulative planned growth, representing a potentially large, shared cost. In addition, the System 5 pipelines that receive flow from the Smith Canal force mains are also likely to require upgrades as a result of cumulative growth and existing capacity limitations. The portion of the opportunity area in System 5 is located downstream of an area that would require a new pump station to address capacity concerns; however, an on-site collection system would be required to serve anticipated development, and several downstream segments have flows reaching capacity and will require upsizing as a result of cumulative planned growth.

The qualitative cost for this opportunity area is rated high relative to the other opportunity areas for the portion with System 3. The portion within System 5 (south of the waterway) could be considered moderate.

Relative Wastewater Infrastructure Cost: High

STORMWATER

Opportunity Area #19 is located along the Port of Stockton and much of the opportunity area is inundated by water. Approximately 20 percent of the remaining area is currently developed. City stormwater data is incomplete, but there do appear to be stormwater connections that drain directly to the deep water ship channel. Preliminary analyses suggest that there will not be additional runoff volume in this opportunity area, but water quality mitigation would be required for new development. Due to the total volume of runoff, despite a decrease under the infill condition, the cost of this mitigation is expected to be moderate.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

Opportunity Area #19 includes large areas of vacant and underutilized land along the Stockton waterfront. The area currently features about 70 single-family homes, 10 multi-family homes, 18,200 square feet of commercial space, and 369,800 square feet of industrial space. Notable industrial tenants that occupy space in the area include ASCO Power Technologies and Vivint Solar, among others. On the north side of the San Joaquin River, there are large tracts of vacant land. The portion of the area located on the south side of the river, along West Weber Avenue, includes an assortment of industrial uses, including Stockton Cold Storage. Under the current redevelopment assumptions, redevelopment would involve the removal of several single-family housing units, over 40 multi-family housing units, and 2,000 square feet of commercial space. This would be coordinated with the development of around 985,300 square feet of new industrial space. Given the proximity of the area to the Port of

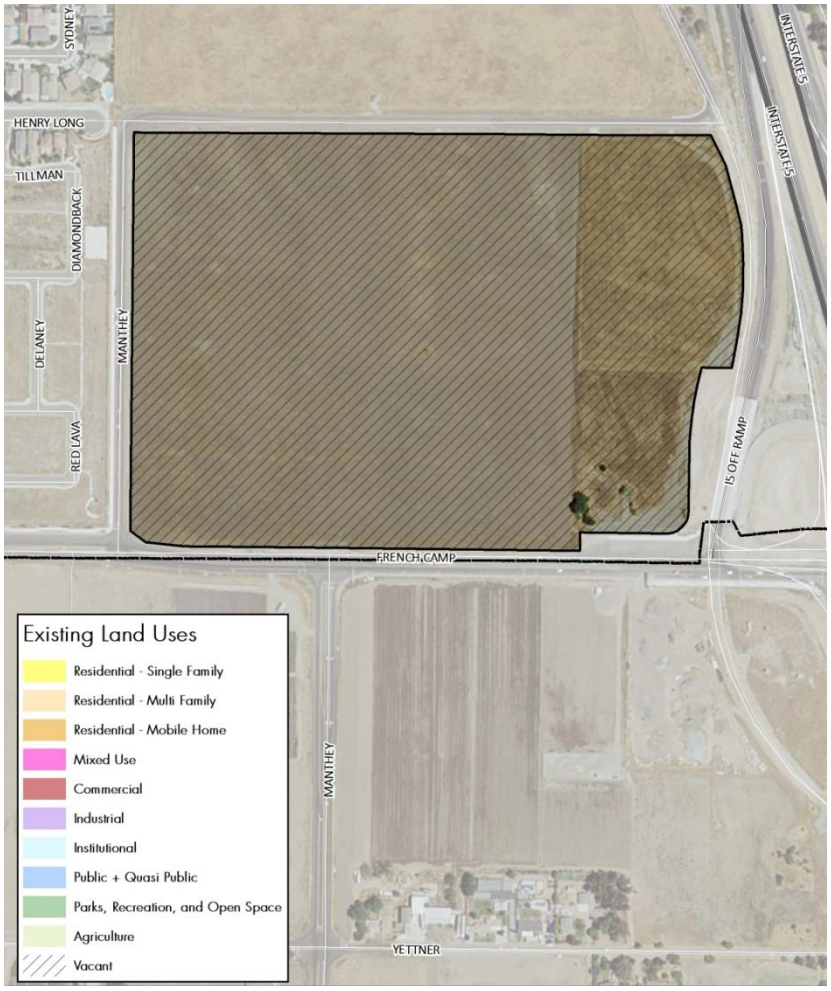
Stockton and Interstate 5, as well as adjacent industrial uses, this represents a strong near-term redevelopment opportunity. However, the significant inventory of existing planned and proposed industrial space may limit the market absorption potential of industrial development in this opportunity area.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #20

Opportunity Area #20 comprises an approved project called the Weston Ranch Towne Center located north of French Camp Road. The development plans for a maximum of 481,000 square feet of commercial space, including a proposed Wal-Mart with a maximum square footage of just under 100,000 square feet. The project is currently delayed due to economic conditions, and there is no approved development agreement.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	**0**	**0**	**0**	**0**
BUILDOUT	**0**	**0**	**481,000**	**0**

LAND USE

As shown on the figure on the following page, Opportunity Area #20 is currently zoned Commercial – Large Scale. This Infill Opportunities Report does not consider or propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are currently consistent and appropriate for the planned commercial development in the Weston Ranch Town Center project.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

This opportunity area includes a parcel in its northeast corner that is identified as a lower density residential parcel available for residential development in the City of Stockton 2015-2023 Housing Element. This identification is based on an understanding that this parcel is zoned Residential – Low Density. However, this data is incorrect because the parcel is zoned Commercial – Large Scale, as described above, and the Housing Element should be corrected. Although this Infill Opportunities Report does not propose any changes to the existing zoning on this parcel, development as planned by the Weston Ranch Town Center project would not be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The planned commercial use is compatible with the surrounding zoning districts, which include Residential – Low Density, Commercial – General, and Commercial – Large Scale. The southern edge of the opportunity area borders the city limit; the General Plan designates that adjacent area for commercial and administrative professional uses, which are also compatible with the planned commercial use within the opportunity area.

LAND USE ANALYSIS SUMMARY

The planned Weston Ranch Town Center project that comprises Opportunity Area #20 is consistent with the existing General Plan and zoning maps. Although the Housing Element identifies a lower density residential parcel available residential development within this opportunity area, it is based on incorrect data because of the existing commercial zoning and General Plan land use designations, and the Housing Element should be corrected. The planned commercial land use is compatible with the surrounding planned land uses. Therefore, this opportunity area is ranked as having high land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: High

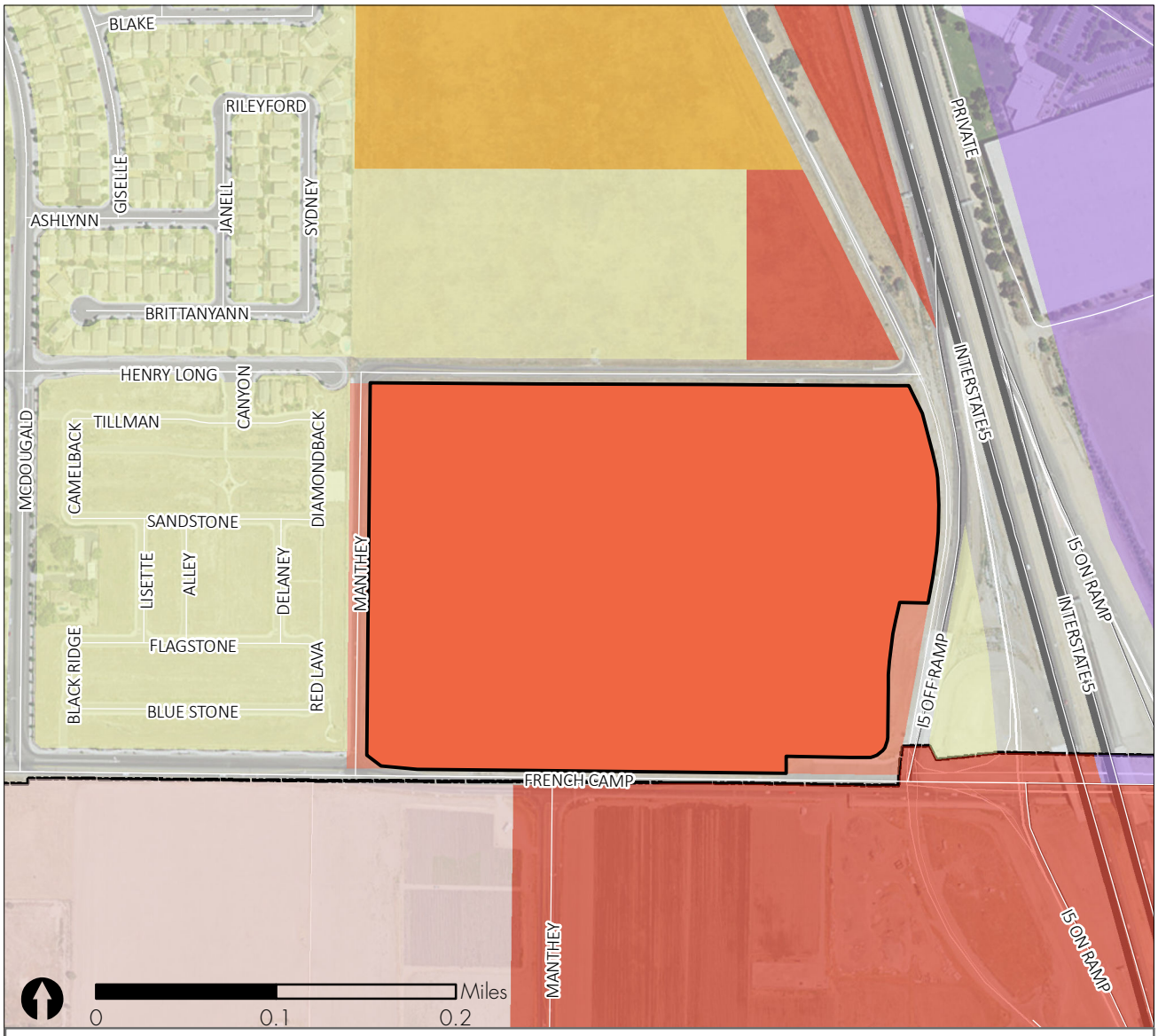
INFRASTRUCTURE

WATER

This area was undeveloped when the 2008 Water Master Plan was prepared and is still undeveloped. There is no distribution network piping supplying the existing site. The site is adjacent to existing transmission piping that is likely to be adequate.

Because it is likely that the existing transmission piping will be sufficient, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

Relative Water Infrastructure Cost: Low



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 20
Land Use Analysis

WASTEWATER

This opportunity area is located within System 8 and is consistent with previous planning. An on-site collection system will be required to serve the Weston Ranch Town Center project, and a trunk sewer extension will be required to connect the area to existing trunks.

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas due to the need for construction of a trunk sewer extension.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

There is no existing stormwater infrastructure for this area, and it is currently undeveloped. Drainage could be connected to the existing development to the west, but it is not clear whether the infrastructure design for the original development would have the capacity to service this opportunity area. Therefore, it is likely that drainage upgrades and a detention basin would be necessary to implement the Weston Ranch Town Center project. No area-specific infrastructure plan has been developed to date. Of the 21 opportunity areas that would generate new runoff, anticipated development from this project would create the eighth highest amount of new stormwater runoff, resulting in a moderate cost of stormwater infrastructure relative to the other opportunity areas.

Relative Stormwater Infrastructure Cost: Moderate

MARKET FEASIBILITY

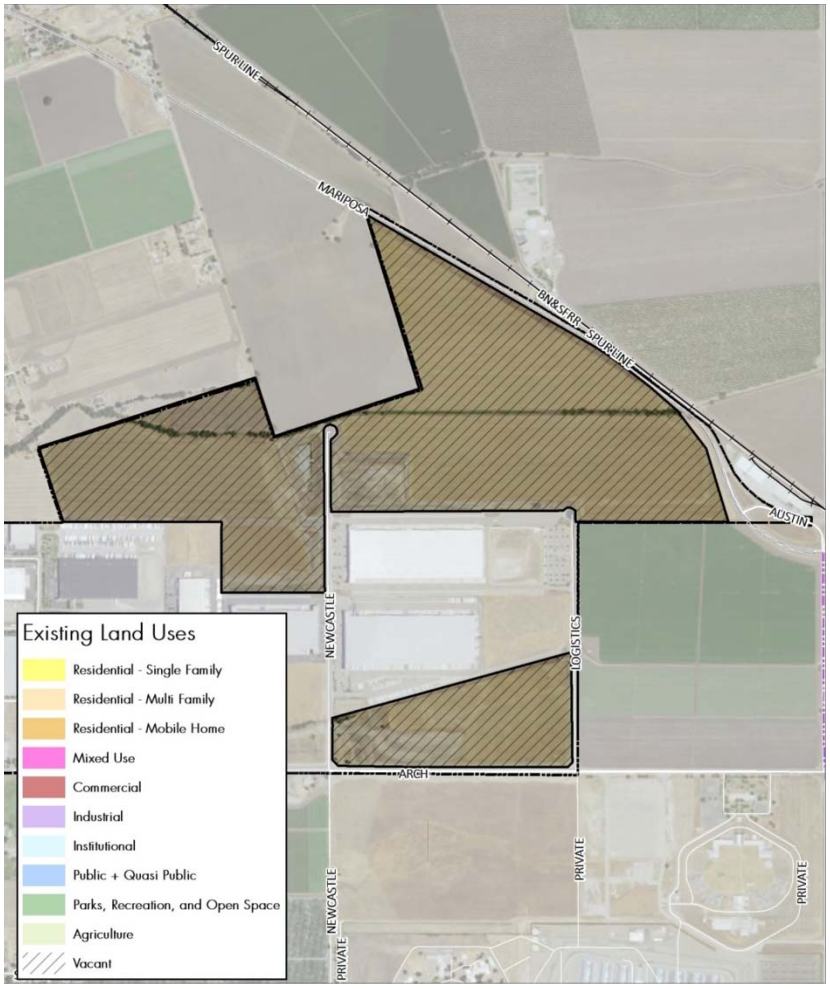
The Weston Ranch Town Center project would include 481,000 square feet of retail development, which would be sufficient to absorb between 10 and 15 percent of projected citywide retail demand through 2040. As currently envisioned, the project would be completed in three phases, with one major and at least three minor anchor tenants comprising the first two phases. This project was put on hold due to the Great Recession, with the developer indicating that feasibility remains questionable due to weak demand, as well as limitations imposed by the City's "big box" ordinance. The project is adjacent to an established single-family residential neighborhood, which included about 19,070 residents living in 4,710 households as of the 2010 Census. This neighborhood would be sufficient to support a full service grocery store along with ancillary strip retail, though the area is already served by the Food4Less shopping center at Carolyn Weston Boulevard and Manthey Road. The proposed project, however, would be positioned more as a regional shopping center, leveraging its location on Interstate 5 to capture retail sales originating from households located elsewhere in the greater south Stockton community, including households that live in nearby parts of unincorporated San Joaquin County, like French Camp.

Relative Responsiveness to Market Opportunities & Economic Development Goals: Moderate

OPPORTUNITY AREA #21

Opportunity Area #21 comprises an approved project called the NorCal Logistics Center which is located on a 500-acre property. The project consists of subdividing 325 acres of the larger property, which includes two non-continuous portions. The project calls for the southern portion of the site to be subdivided into six new lots and the northern portion of the site to be subdivided into 15 new lots. The property is currently zoned for industrial use, and based on this designation, could yield approximately 6.3 million square feet of light industrial uses.

Existing development and buildout information is summarized below.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	0	0	0	0
MAXIMUM BUILDOUT	0	0	0	6,280,500
REDUCED BUILDOUT	0	0	0	2,198,200

LAND USE

As shown on the figure on the following page, Opportunity Area #21 is currently zoned Industrial – Limited. This Infill Opportunities Report does not consider or propose any changes to the existing zoning.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations in this opportunity area are currently consistent and appropriate for the planned industrial development in the NorCal Logistics Center project.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

None of the parcels within Opportunity Area #21 are identified as opportunity sites available for residential development in the City of Stockton 2015-2023 Housing Element.

LAND USE COMPATIBILITY

The planned industrial use is compatible with the majority of the surrounding planned land uses. Planned land uses for areas within the city limit are outlined in the zoning map, which zones the entire surrounding area within the city limit for industrial use. The northeastern edge of the opportunity area borders the city limit; the General Plan designates the area outside the city limit, adjacent to the opportunity area, for industrial and commercial uses. The planned industrial use could conflict with future commercial/mixed use development in this area, but potential conflicts would be minimized by the railroad tracks and Mariposa Road buffer.

LAND USE ANALYSIS SUMMARY

The planned NorCal Logistics Center project that comprises Opportunity Area #21 is consistent with the existing General Plan and zoning maps and the Housing Element. The planned industrial land use is compatible with the majority of the surrounding planned land uses. Although planned industrial uses could be incompatible with adjacent commercial or mixed use development, the railroad tracks and Mariposa Road would serve as buffers and limit potential compatibility issues. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

WATER

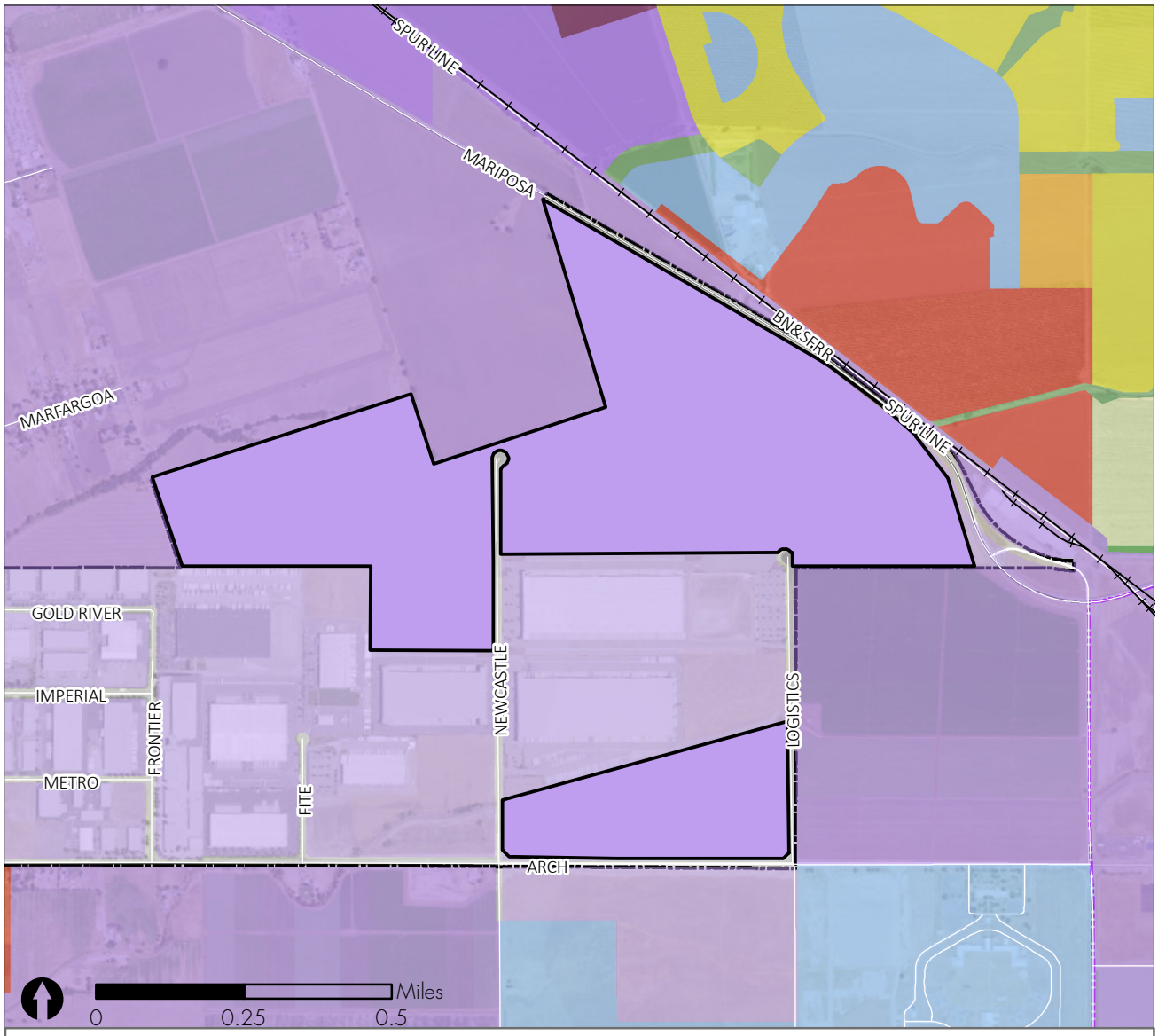
This area was undeveloped when the 2008 Water Master Plan was prepared and is still relatively undeveloped. There is no distribution network piping supplying the existing site, but transmission water mains have been constructed.

Because only distribution piping will be needed, the infrastructure cost per EDU is rated moderate relative to the other opportunity areas.

Relative Water Infrastructure Cost: Moderate

WASTEWATER

This opportunity area is located within System 8 and is consistent with previous planning. A significant on-site collection system, including a trunk sewer extension, will be required to service this area. The southern non-contiguous portion of this opportunity area may contribute to the need for upsizing the existing Arch Road Pump Station, but would be a relatively small contributor. Other downstream improvements within System 8 are not attributed to expected growth within System 8.



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood
- Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use
- Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

General Plan Land Use

Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Estate

Mixed Use
- Village
- Mixed Use

Business and Industry
- Commercial
- Administrative Professional
- Industrial

Public Facilities & Open Space
- Institutional
- Parks and Recreation
- Open Space/Agriculture

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 21
Land Use Analysis

The qualitative cost for this opportunity area is rated moderate relative to the other opportunity areas given the need to extend service to the area.

Relative Wastewater Infrastructure Cost: Moderate

STORMWATER

Opportunity Area #21 consists of partially developed agricultural land within the Mariposa Lakes subwatershed. Significant stormwater drainage infrastructure is already in place to service the NorCal Logistics Center project, including two on-site detention areas with pump stations and trunk lines. New development would likely cause the timing of the peak and total volume of stormwater to increase where the northern portion of the opportunity area would be developed, and additional on-site drainage connections would be required for the undeveloped parcels, including three permanent mains discharging to the existing detention basin N-3, as indicated in the NorCal Logistics Center Storm Drain Master Plan.[1] North Littlejohns Creek bisects the northern portion of the opportunity area, which is likely to increase the cost of providing stormwater infrastructure connections servicing the north side, as a pump station will be needed. Anticipated development from the NorCal Logistics Center project would generate a high amount of new stormwater runoff relative to the other opportunity areas, resulting in an overall high cost of infrastructure.

Relative Stormwater Infrastructure Cost: High

MARKET FEASIBILITY

The NorCal Logistics Center is a fully entitled industrial development located in south Stockton, near the Stockton Metropolitan Airport. The site offers access to air, rail, and truck transportation options, as well as proximity to the Port of Stockton. The project's master plan calls for up to 6.3 million square feet of industrial space, although the reduced development scenario evaluated in this report that accounts for market demand anticipates a buildout closer to 2.2 million square feet. The site is positioned primarily for large-footprint industrial uses, including logistics and distribution. The Stockton Economic Development Strategic Plan cites e-commerce and logistics as one of the City's core business clusters; therefore, the significant development potential offered at the NorCal Logistics Center site represents an important strategic asset and opportunity. If developed to the anticipated level, the site would be sufficient to absorb approximately 35 percent of the projected demand for industrial space within the City of Stockton through 2040. As one of the only identified opportunity areas designated for industrial development, the site represents an important opportunity to accommodate industrial growth, though additional capacity will need to be provided at other sites throughout the city, including on lands adjacent to the Port of Stockton and the Stockton Metropolitan Airport.

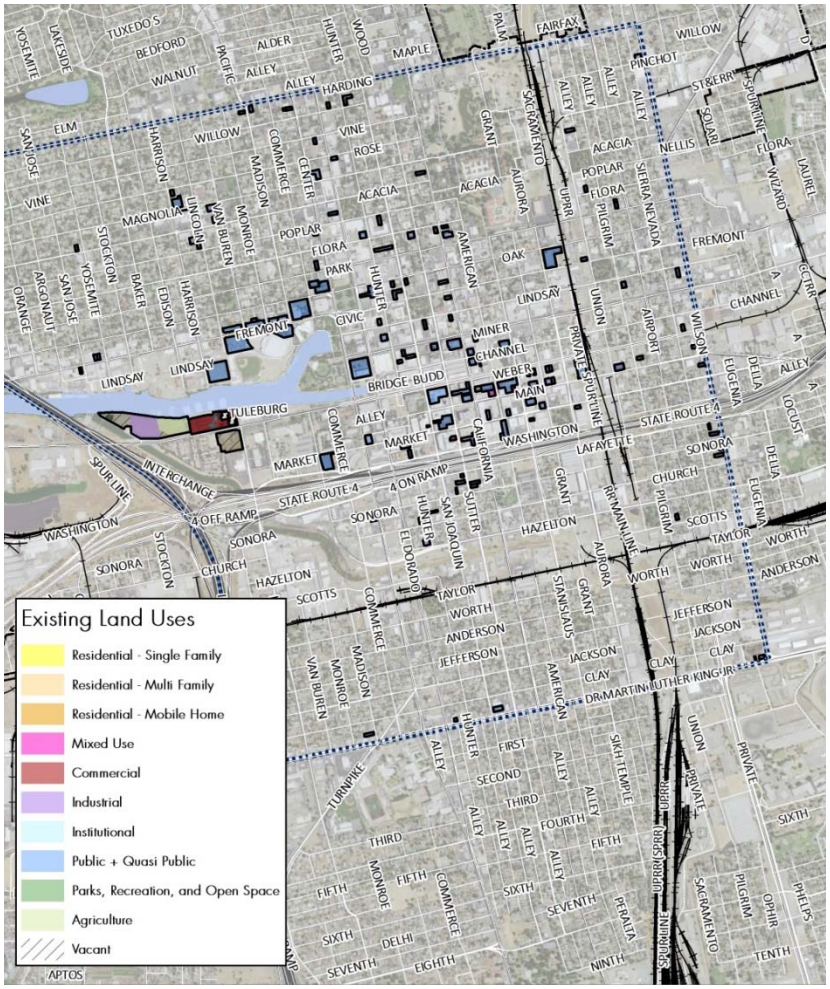
Relative Responsiveness to Market Opportunities & Economic Development Goals: High

[1] NorCal Logistics Center Draft Environmental Impact Report. ESA. September, 2014. Volume 1.

OPPORTUNITY AREA #22

Opportunity Area #22 consists of ten separate City-owned properties and over 100 surface parking lots in the greater Downtown area (see Appendix F for a detailed list of parcels). Current uses include commercial, mixed use, industrial, and public/ institutional. There are approximately 6 acres of vacant land in this opportunity area.

Existing development and buildout information is summarized below. The buildout estimates assume that some industrial sites are rezoned to commercial and some residential sites are rezoned to office, as discussed further in the land use analysis.



	SINGLE FAMILY RESIDENTIAL (UNITS)	MULTI-FAMILY RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL (SF)
EXISTING DEVELOPMENT	0	0	0	0
MAXIMUM BUILDOUT	0	3,300	7,459,300	0
REDUCED BUILDOUT	0	3,300	3,729,600	0

LAND USE

The proposed zoning for the surface parking lots and City-owned sites in the Downtown is shown on the figure on the following page, which zooms into each quadrant of the greater Downtown area for better map readability. Some parking lots and City-owned properties in industrial zones are proposed for Commercial – General or Commercial – Downtown, which would provide the opportunity for mixed-use development, including multi-family units, in the Downtown area. In addition, some parking lots in the Residential – Low Density zone are proposed for Commercial – Office, consistent with the adjacent zone, which would also provide the opportunity for mixed-use development in the greater Downtown area.

GENERAL PLAN AND ZONING CONSISTENCY

The existing General Plan and zoning designations on the parking lots and City-owned properties in the Downtown area are generally consistent. There are some parking lots located in an industrial zone that are designated by the General Plan for commercial use. The proposed zoning changes would require corresponding General Plan land use designation changes, which would address some of these inconsistencies.

HOUSING ELEMENT OPPORTUNITY SITES CONSISTENCY

The City-owned properties in the Downtown area include five opportunity sites identified as available for residential development (Opportunity Sites DWT-37, DWT-118, DWT-119, DWT-120, and DWT-131) in the City of Stockton 2015-2023 Housing Element. The surface parking lots comprise over 30 housing opportunity sites. This Infill Opportunities Report does not propose any changes to the existing zoning on these housing opportunity sites, which currently allows housing development consistent with the Housing Element; therefore, development of this opportunity area as anticipated in this report would be consistent with the City's Housing Element.

LAND USE COMPATIBILITY

The proposed zoning on the City-owned properties and parking lots include Residential – High Density, Commercial – Downtown, Commercial – General, Commercial – Neighborhood, and Commercial – Office, which would all allow residential, commercial, and mixed-use development. Along the railroad tracks south of Harding Way and north of Highway 4, some of these commercial/mixed-use sites are located adjacent to industrial zones. However, given the mixed-use nature of potential development, residential components of a project could be buffered from adjacent industrial uses with other uses.

LAND USE ANALYSIS SUMMARY

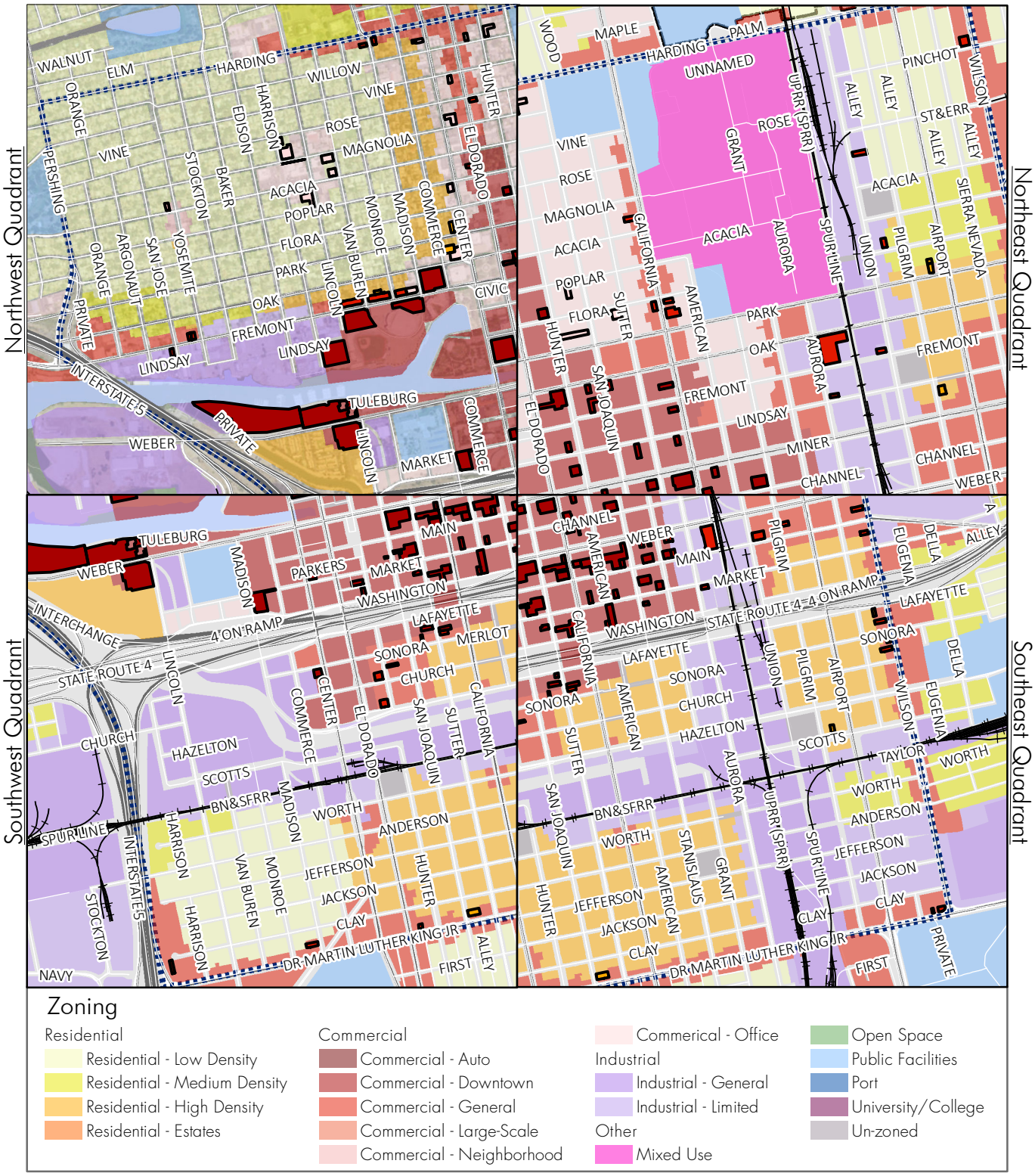
The planned land uses in Opportunity Area #22 would require changing the General Plan land use designations and zoning districts as described above; these uses do not conflict with the Housing Element. Although the residential components of the planned mixed-use development could be incompatible with adjacent industrial uses, development could be configured to use non-residential uses as a buffer to adjacent industrial uses. Therefore, this opportunity area is ranked as having moderate land use consistency and compatibility.

Relative Land Use Consistency & Compatibility: Moderate

INFRASTRUCTURE

WATER

These sites are located in the Downtown area, which is served by existing distribution network piping and transmission piping, and no necessary improvements were identified in previous planning. It is unlikely that additional major transmission or distribution projects will be triggered in this area because it is served by an existing robust pipe network.



Zoning

Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Residential - Estates

Commercial
- Commercial - Auto
- Commercial - Downtown
- Commercial - General
- Commercial - Large-Scale
- Commercial - Neighborhood

Commerical - Office

Industrial
- Industrial - General
- Industrial - Limited

Other
- Mixed Use

Open Space
- Public Facilities
- Port
- University/College
- Un-zoned

Source: City of Stockton; PlaceWorks, 2016.

Opportunity Area 22
Land Use Analysis

Because existing water infrastructure is likely to be adequate, the infrastructure cost per EDU is rated low relative to the other opportunity areas.

When accounting for potential benefits related to nearby projects in the cluster analysis, Cluster D, which includes Opportunity Area #22, would also be rated as a low infrastructure cost per EDU, mainly because it is unlikely that new transmission piping will be required. Therefore, the cluster analysis would not change the rating for Opportunity Area #22.

Relative Water Infrastructure Cost: Low 

WASTEWATER

The surface parking lots and City-owned properties in the Downtown are located within Systems 3, 5, and 6. As with the other opportunity areas in the Downtown area, the qualitative cost for development of these sites is rated high relative to the other opportunity areas given the number of pump station and trunk sewer improvements needed to address existing and anticipated capacity concerns in these systems.

Relative Wastewater Infrastructure Cost: High 

STORMWATER

The parking lots and City-owned sites have significant existing impervious areas and existing connections to stormwater infrastructure. Therefore, as a whole, neither the parking lots nor the City-owned sites are expected to experience a significant increase in stormwater runoff volume. Because of the potential for some area to be set aside for detention to mitigate water quality, the expected cost of mitigation is low.

Relative Stormwater Infrastructure Cost: Low 

MARKET FEASIBILITY

These surface parking lots and City-owned infill sites vary in size and zoning, with differences in infrastructure availability and market absorption potential. If fully developed, these sites have the potential to absorb demand for approximately 3,300 new multi-family housing units, which is equal to almost 17 percent of the gross housing demand projected through 2040 and nearly 56 percent of the projected multi-family housing demand. Combined with those planned as part of the Open Window project, these sites could help the City to meet the terms of the 2035 General Plan Settlement Agreement, which directs the City to consider opportunities for the development of at least 4,400 housing units in the Downtown. If fully developed along with the Open Window project, the surface parking lots and City-owned infill sites have the potential to provide an excess of nearly 300 multi-family housing units beyond the Settlement Agreement target for the Downtown. In addition, the four other opportunity areas located in the Greater Downtown (Opportunity Areas #10, 11, 13, and 14) offer the potential to construct more than 3,000 new housing units, providing opportunities to support the Settlement Agreement infill goals through a mix of new construction and adaptive reuse on infill sites both large and small. Because of the comparatively small lot sizes, these sites represent important opportunities for smaller, incremental development that can potentially move forward in the interim, while the City works with the private sector to pursue more complex projects on larger opportunity sites.

Relative Responsiveness to Market Opportunities & Economic Development Goals: High 

4 RECOMMENDATIONS

The results of the analyses for each opportunity area are shown in Table 4-1. This chapter uses those analyses to provide recommendations on how to prioritize among the infill opportunity areas in order to help the City achieve its goals related to infill housing per the 2035 General Plan Settlement Agreement and related to economic development as outlined in the Stockton Economic Development Strategic Plan. In addition, although the project areas evaluated in this report have already been approved, this chapter highlights those which received the best rankings in the analyses, and which may be most effective in helping the City to achieve those same goals.

RECOMMENDED PRIORITY AREAS FOR INFILL DEVELOPMENT

The recommended priority areas for infill development are categorized as highest priorities, high priorities, and moderate priorities. Because the City has already approved the project areas evaluated in this report, this section doesn't include projects in the prioritization. Rather, a separate section summarizes the evaluation of those projects below.

HIGHEST PRIORITIES

The opportunity areas that received the best land use, infrastructure, and market feasibility rankings, and that are therefore recommended as the highest priority areas for infill development, are Opportunity Areas #4, 7, 11, and 17.

- Opportunity Area #4 received the best rankings in all topics but land use. The moderate land use ranking is based on the need to adjust the General Plan and zoning designation in this area, which could be achieved as part of the General Plan Update.
- Opportunity Area #7 received the best rankings in all topics but land use. The moderate land use ranking is based on the need to adjust the General Plan and zoning designation in this area, which could be achieved as part of the General Plan Update.
- Opportunity Area #11 received the best rankings in all topics but wastewater infrastructure cost. The moderate wastewater cost ranking is based on the potential challenges associated with upgrading the major downstream trunk sewers with identified capacity limitations.
- Opportunity Area #17 received the best rankings in all topics but market feasibility. The moderate market feasibility ranking is based on existing structures that would need to be redeveloped and the fact that the opportunity area is divided across multiple blocks, which could limit feasibility.

TABLE 4-1 ANALYSIS SUMMARY

	OPPORTUNITY AREA	LAND USE CONSISTENCY/ COMPATIBILITY	INFRASTRUCTURE COST: WATER INFRASTRUCTURE COST	INFRASTRUCTURE COST: WASTEWATER INFRASTRUCTURE COST	INFRASTRUCTURE COST: STORMWATER INFRASTRUCTURE COST	RESPONSIVENESS TO MARKET OPPORTUNITIES AND ECONOMIC DEVELOPMENT GOALS
1	Project: Westlake Villages					
2	Project: Delta Cove					
3	Project: North Stockton Projects Phase III					
4	Infill Opportunity					
5	Project: Cannery Park					
6	Infill Opportunity					
7	Infill Opportunity					
8	Infill Opportunity					
9	Infill Opportunity					
10	Infill Opportunity					
11	Infill Opportunity					

	OPPORTUNITY AREA	LAND USE CONSISTENCY/ COMPATIBILITY	INFRASTRUCTURE COST: WATER INFRASTRUCTURE COST	INFRASTRUCTURE COST: WASTEWATER INFRASTRUCTURE COST	INFRASTRUCTURE COST: STORMWATER INFRASTRUCTURE COST	RESPONSIVENESS TO MARKET OPPORTUNITIES AND ECONOMIC DEVELOPMENT GOALS
12	Project: Open Window					
13	Infill Opportunity					
14	Infill Opportunity					
15	Infill Opportunity					
16	Infill Opportunity					
17	Infill Opportunity					
18	Infill Opportunity					
19	Infill Opportunity					
20	Project: Weston Ranch Town Center					
21	Project: NorCal Logistics Center					
22	Parking Lots and City-Owned Infill Sites in Downtown					

LEGEND

	High	Moderate	Low
Relative Land Use Consistency & Compatibility			
Relative Water Infrastructure Cost			
Relative Wastewater Infrastructure Cost			
Relative Stormwater Infrastructure Cost			
Relative Responsiveness to Market Opportunities & Economic Development Goals			

HIGH PRIORITIES

Opportunity Areas #6, 8, and 14 also received high rankings and should therefore be highly prioritized:

- Opportunity Area #6 received the best rankings in all topics but wastewater and stormwater infrastructure costs. Although wastewater infrastructure needs for this opportunity area are relatively low, it would contribute to cumulative development that requires substantial infrastructure upgrades. Stormwater runoff volumes are projected to be moderate, resulting in a moderate relative cost of stormwater infrastructure implementation.
- Opportunity Area #8 received the best rankings in all topics but land use and stormwater infrastructure costs. The moderate land use ranking is based on the need to adjust the General Plan and zoning designation in this area, which could be achieved as part of the General Plan Update, as well as potential land use compatibility issues with residential adjacent to industrial uses, although the railroad would provide a buffer. The moderate stormwater infrastructure cost ranking is based on the anticipated increase in stormwater runoff and the history of localized flooding.
- Opportunity Area #14 received the best rankings in all topics but land use and market feasibility. The moderate land use ranking is based on the need to adjust the General Plan and zoning designation in this area, which could be achieved as part of the General Plan Update, as well as potential land use compatibility issues with residential adjacent to industrial uses, although roadways would provide buffers. The moderate market feasibility ranking is based on the area's ability to absorb the forecasted land use demands in Stockton and the low intensity of the existing use on the site.

MODERATE PRIORITIES

The last set of recommended priorities for infill development includes Opportunity Areas #9, 13, 16, 18, and 22. This group was rated slightly lower than the priority areas discussed above, but these areas still offer significant potential to help the City achieve its infill goals:

- Opportunity Area #9 received the best rankings in all topics but land use and stormwater infrastructure cost. The moderate land use ranking is based on the need to adjust the General Plan and zoning designation in this area, which could be achieved as part of the General Plan Update, as well as potential land use compatibility issues with residential adjacent to industrial uses, although the railroad would provide a buffer. The area is rated as having high stormwater infrastructure costs based on the anticipated increase in stormwater runoff.
- Opportunity Area #13 received the best rankings in water and stormwater infrastructure costs, but received moderate rankings in land use, wastewater infrastructure cost, and market feasibility. The moderate land use ranking is based on the need to adjust the General Plan and zoning designations in this area, which could be achieved as part of the General Plan Update, as well as potential land use compatibility issues with residential adjacent to industrial uses, although such incompatible uses could be buffered. The moderate wastewater infrastructure cost ranking is based on development in the area potentially triggering some localized trunk sewer capacity issues. The moderate market feasibility ranking is based on the need to redevelop large amounts of underutilized land.
- Opportunity Area #16 received the best rankings in all topics but land use and stormwater infrastructure cost. The moderate land use ranking is based on the need to adjust the General Plan and zoning designations in this area, which could be achieved as part of the General Plan Update, as well as potential land use compatibility issues with residential adjacent to industrial uses, although roadways would provide buffers. The area is rated as having high stormwater infrastructure costs based on the anticipated increase in stormwater runoff.

- Opportunity Area #18 received the best rankings in wastewater infrastructure cost and market feasibility, but received moderate rankings in land use and water and stormwater infrastructure costs. The moderate land use ranking is based on the need to adjust the General Plan and zoning designations in this area, which could be achieved as part of the General Plan Update, as well as potential land use compatibility issues with residential adjacent to industrial uses, although Mariposa Road would provide a buffer. The moderate water infrastructure cost ranking is based on the need for distribution and transmission piping. The moderate stormwater infrastructure cost ranking is based on the anticipated increase in stormwater runoff.
- Opportunity Area #22, which includes the surface parking lots and City-owned properties in the Downtown, received the best rankings in all topics but land use and wastewater infrastructure cost. The moderate land use ranking is based on the need to adjust General Plan and zoning designations, which could be achieved as part of the General Plan Update, as well as potential land use compatibility issues with residential adjacent to industrial uses, although buffers could be provided. The area is rated as having high wastewater infrastructure costs based on the number of pump station and trunk sewer improvements needed to address existing and anticipated capacity concerns.

PROJECT AREA RANKINGS

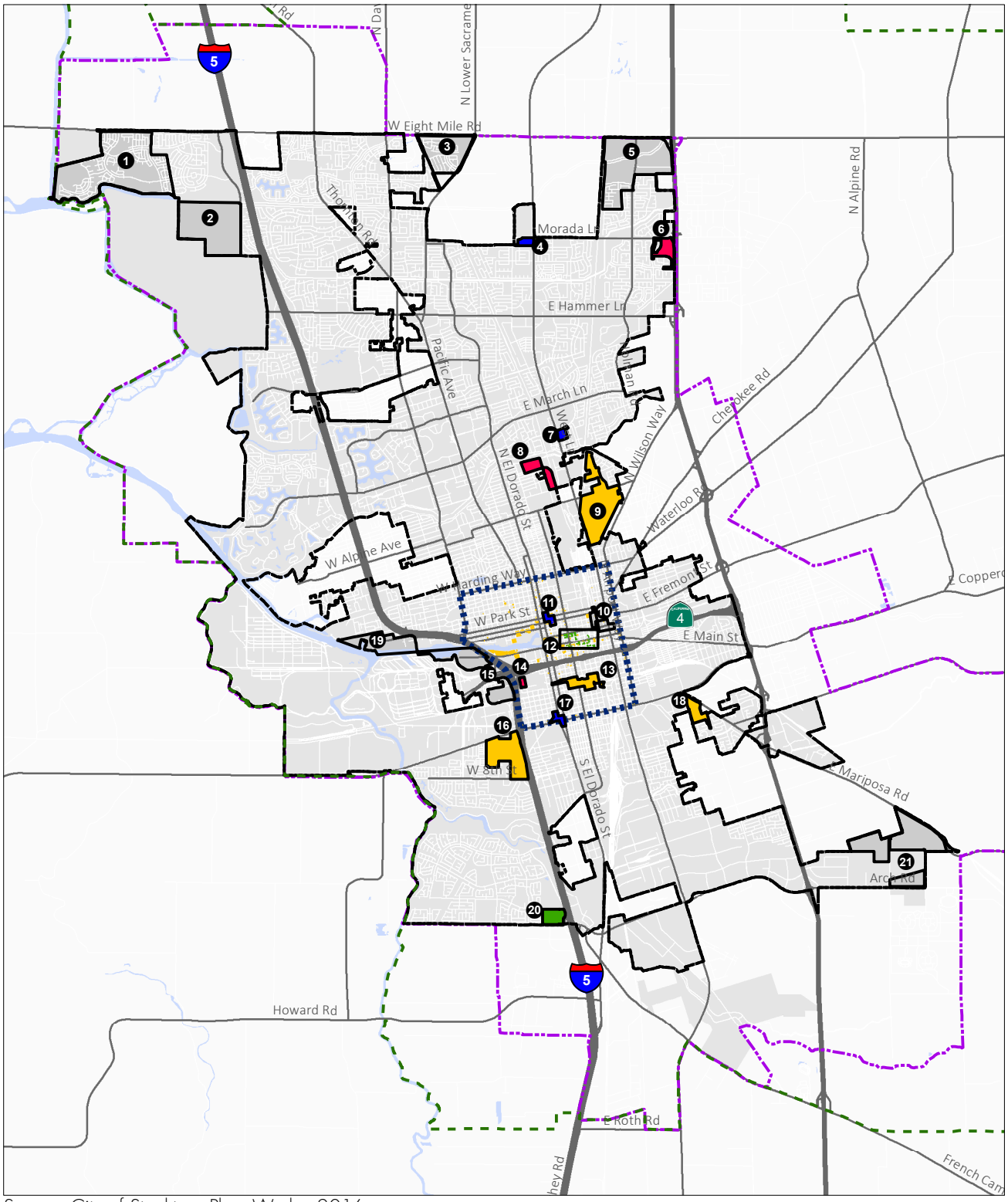
The projects evaluated in this report have already been approved, so the prioritization of infill opportunity areas above does not consider these project areas. However, these projects are still important to help the City to fulfill its obligations under the 2035 General Plan Settlement Agreement related to infill development, as well as to achieve its economic development goals. Therefore, this section reports the projects that received the best rankings in the analysis, which are the Weston Ranch Town Center and Open Window projects:

- The Weston Ranch Town Center project (Opportunity Area #20) received the best rankings in land use and water infrastructure cost, but received moderate rankings in wastewater and stormwater infrastructure cost and market feasibility. The moderate infrastructure cost rankings are based on the need for a trunk sewer extension and the anticipated increase in stormwater runoff. The moderate market feasibility ranking considers developer information indicating that feasibility is questionable due to weak demand and limitations associated with the City's "big-box" ordinance.
- The Open Window project (Opportunity Area #12) received the best rankings in all topics but land use and wastewater infrastructure cost. The moderate land use ranking is based on potential land use compatibility issues with residential adjacent to industrial uses, although buffers could be provided. The area is rated as having high wastewater infrastructure costs based on the new pump station and force main improvements, as well as the major downstream trunk sewers with identified capacity limitations.

SUMMARY

The highest, high, and moderate priority areas for infill development described above are highlighted citywide and in the greater Downtown area on the figures on the following pages. Opportunity Area #22, which includes the surface parking lots and City-owned properties in the Downtown, is only shown on the Downtown figure for map readability. These figures also identify the two project areas that received the best rankings among the projects evaluated in this report.

If the highest, high, and moderate priority areas for infill were developed with the land uses identified in this Infill Opportunities Report, over 350 new single-family units and 9,800 multi-family units would be constructed within the 2008 city limit, for a total of about 10,160 new units, with more than 5,630 new multi-family units in the greater Downtown area. Therefore, development of these priority infill opportunity areas alone would fulfill the City's obligation to plan for the development of at least 4,400 units in the greater Downtown area. Almost 8,240 additional units would be needed within the 2008 city limit, which could be fulfilled by the approved major projects evaluated in this report, given that those projects will provide almost 8,600 units.

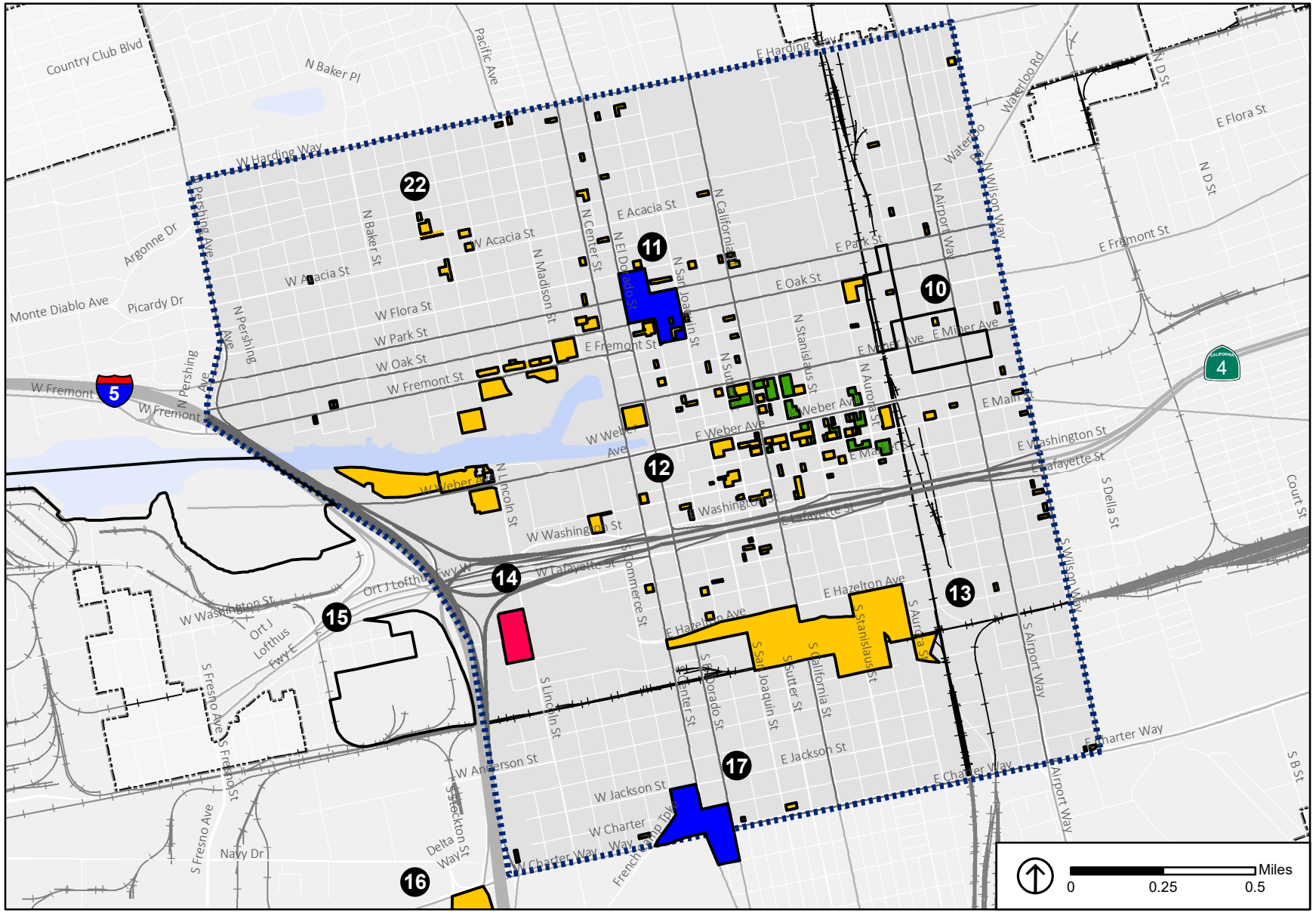


Source: City of Stockton; PlaceWorks, 2016.

Infill Opportunity Area Priority Level
- Highest Priority
- High Priority
- Moderate Priority

- Best-Ranked Projects
- Opportunity Areas
- Greater Downtown Area
- General Plan Planning Area
- 2008 City Limit
- Sphere of Influence

Recommended Priority Areas for Infill Development



Source: City of Stockton; PlaceWorks, 2016.

Infill Opportunity Area Priority Level
- Highest Priority
- High Priority
- Moderate Priority

- Best-Ranked Projects
- Opportunity Areas
- Greater Downtown Area
- City Limit

Recommended Priority Areas for Infill Development in the Greater Downtown

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APPENDIX A
Opportunity Area Identification Methodology

Opportunity areas for infill development were identified using Geographic Information Systems (GIS) technology. As a starting point, the analysis used data on the percent of vacant and underutilized by United States Census block (census block) from the separate *Existing Conditions Technical Memorandum: Land Use*, prepared in July 2016 as part of the General Plan Update.

Vacant land was identified based on existing land use data provided by the San Joaquin County Assessor, totaling over 4,000 acres in the city limit.

There are other infill opportunities in the city on parcels that are considered underutilized because they haven't been developed to their full potential, such as locations where only a portion of a parcel is developed. To identify underutilized properties, the improvement-to-land (I/L) ratio for each parcel was calculated based on County Assessor data. The I/L ratio is the relationship of a property's improvement value to its land value. For example, a lot worth $100,000 that is improved with a building worth $40,000 would have an I/L ratio of 0.4. In this analysis, properties with an I/L ratio below 1.0 were considered underutilized.

In total, approximately 3,500 parcels within the city limit are identified as vacant by the County Assessor, and an additional 1,600 parcels are considered underutilized based on this analysis.

Using GIS, vacant and underutilized lands were aggregated by census block, and the percentage of each census block with vacant and underutilized land was calculated.

To identify infill opportunity areas, census blocks located within the 2008 city limit and with more than 50 percent of the block identified as vacant and underutilized were highlighted. Census blocks were then aggregated into infill opportunity areas in consideration of the percentage of vacant an underutilized land, existing zoning, existing land use, satellite imagery, and planning documents like the *Stockton Waterfront Connections Plan* and the *Regional Smart Growth TOD Plan*. In some cases, census blocks with less than 50 percent of the block identified as vacant or underutilized were included in an opportunity area in order to connect other blocks together into a unified opportunity area.

APPENDIX B
Buildout Assumptions and Methodology

The buildout estimates assume that vacant and underutilized land within each opportunity area, as defined in Appendix A, would develop or redevelop with the land uses anticipated in this report.

Existing development within each opportunity area was first identified using the City's land use database, which reports, geographically, the numbers of existing single- and multi-family units and the square footages of existing development. Existing residential development was identified directly from the land use database. Existing non-residential development was identified based on the square footages of existing development from the City's land use database, combined with data on existing land uses provided by the San Joaquin County Assessor.

To identify future development levels, buildout of vacant and underutilized parcels was estimated. The buildout assumptions are described below. The buildout information for commercial and industrial development includes both a "maximum development" scenario and a "reduced" scenario that accounts for market demand. The maximum commercial and industrial development potential of all the opportunity areas would exceed the projected citywide demands for those land uses (land use demand projections are discussed in the overview of the market feasibility analysis in Chapter 3 of this report). Therefore, the reduced scenario assumes that less development would occur given market demands, as detailed further below.

RESIDENTIAL

INFILL OPPORTUNITY AREAS

Assumed Residential – Medium Density, Residential – High Density, and Commercial zones would develop as multi-family units; assumed Residential – Low Density would develop as single family units.

Applied gross density allowances in General Plan to vacant and underutilized parcels:

- Low Density Residential: 6.1 dwelling units per acre (DUA).
- Medium Density Residential: 13.1 DUA.
- High Density Residential: 23.2 DUA outside the Downtown area and 69.6 DUA inside Downtown.
- Commercial: 23.2 DUA outside the Downtown area and 69.6 DUA inside Downtown.
- Administrative Professional: 23.2 DUA outside the Downtown area and 69.6 DUA inside Downtown.

MAJOR DEVELOPMENT PROJECTS

Based on entitled units for project.

COMMERCIAL/INDUSTRIAL

Provided both a maximum development scenario and reduced scenario based on the following market demand information from the separate Market Analysis Technical Memorandum (July 2016) that was prepared for the General Plan Update:

- Commercial/Office demand for between 10.9 million and 12.7 million square feet by 2040.
- Industrial demand for 4.7 million square feet by 2040.

INFILL OPPORTUNITY AREAS

For the maximum development scenario, assumed vacant and underutilized parcels would develop at 80 percent of the allowed floor area ratio (FAR). For the reduced scenario based on market demand, assumed vacant and underutilized parcels would develop at 40 percent of the allowed FAR.

The FAR allowances in the General Plan are as follows:

- Commercial: 0.3 maximum outside the Downtown area and 5.0 inside the Downtown area.
- Administrative Professional: 0.5 maximum.
- Industrial: 0.6 maximum.

MAJOR DEVELOPMENT PROJECTS

Based on square footages and acreages of non-residential uses entitled for each project. Did not reduce development assumptions in the reduced scenario for major development projects, except assumed 35 percent of the development potential of the NorCal Logistics Center would develop given the high maximum potential in that project when compared to the market demand information.

APPENDIX C
Water Infrastructure Evaluation Methodology

Information on the anticipated land uses in each of the opportunity areas was used to conduct a qualitative evaluation of the effects on the potable water system. Each opportunity area was compared to the others. The comparison included an evaluation of the effect on the water supply, the piping systems, booster pumping, and storage.

DEMAND FACTORS

Demand factors for the land uses identified for the opportunity areas were obtained from the City of Stockton's 2008 Water Master Plan and the California Water Service Company's 2009 Water Supply and Facilities Master Plan. These factors were the same in each of the documents. The factors were expressed in the two documents in acre-feet per acre per year. The factors were converted to gallons per day per dwelling unit (gpd/DU) for residential land uses and gallons per day per acre (gpd/acre) for non-residential land uses. The "High Density Residential in the Downtown Core" land use does not exist in either of the master plan documents, so it was assumed that the gpd/DU would be the same as for "High Density Residential."

An Equivalent Dwelling Unit (EDU) factor was also developed for each land use category. For the residential land uses, each dwelling unit is equal to one equivalent dwelling unit. For the non-residential land uses, equivalent dwelling unit factors were calculated by dividing the gpd/acre by the gpd/DU for Low Density Residential. The factors are summarized in Table 1.

TABLE 1 WATER DEMAND FACTORS

LAND USE	WATER DEMAND	WATER DEMAND	EQUIVALENT DWELLING UNIT FACTORS
Residential Land Uses	**Acre-Ft/Acre**	**gpd/DU**	**EDU/DU**
Low Density Residential (at 6.1 DU/acre)	2.5	366	1.0
Medium Density Residential (at 13.1 DU/acre)	3.7	252	1.0
High Density Residential (at 23.2 DU/acre)	5.2	200	1.0
High Density Residential in the Downtown Core (at 69.6 DU/acre)		200	1.0
Non-Residential Land Uses	**Acre-Ft/Acre**	**gpd/DU**	**EDU/Acre**
Commercial (General)	2.3	2,053	5.6
Commercial - Lodging	2.3	2,053	5.6
Commercial - Office	2.3	2,053	5.6
Commercial - Retail	2.3	2,053	5.6
Commercial - Service	2.3	2,053	5.6

LAND USE	WATER DEMAND	WATER DEMAND	EQUIVALENT DWELLING UNIT FACTORS
Commercial - Medical Office	2.3	2,053	5.6
Industrial	2	1,785	4.9
Mixed Use - Residential + Commercial	2.6	2,321	6.3
Mixed Use - Residential + Office	2.6	2,321	6.3

DESIGN DEMAND CALCULATIONS

Average annual demands for each opportunity area were developed for existing land uses, buildout of land uses allowed by the current General Plan, and buildout of land uses anticipated in this Infill Opportunities Report. Existing demands were calculated using information on the existing number of dwelling units, the acreage of each type of non-residential land use, and the demand factors in Table 1. Similar calculations were performed to develop demands for the buildout of land uses allowed by the current General Plan and for the buildout of land uses anticipated in this Infill Opportunities Report. As explained in Appendix X, both the maximum buildout potential and a reduced buildout assumption that accounts for market demand was estimated for each opportunity area. Separate calculations were performed for maximum and reduced buildout estimates.

In order to assess infrastructure impacts, it is necessary to estimate design demands. Facilities need to meet both the peak hour demand without fire flows and the maximum day demand plus fire flows. The greater of these two values is taken as the Design Demand. The Design Demand is expressed in terms of a flow rate in units of gallons per minute (gpm). As is typically the case for relatively small development areas, the maximum day plus fire flow condition governed for each of the opportunity areas.

Peak hour demand is estimated as follows:

> The average annual demand is multiplied by a peak hour peaking factor to calculate the peak hour demand. The peak hour peaking factors were taken from the water master plan documents. For the City of Stockton service area, the peak hour peaking factor is 3.5. For the Cal Water service area, the peak hour peaking factor is 2.5.

Maximum day demand plus fire flow is estimated as follows:

> The average annual demand is multiplied by a maximum day peaking factor to calculate the maximum day demand. The maximum day peaking factors were taken from the water master plan documents. For the City of Stockton service area, the maximum day peaking factor is 1.7. For the Cal Water service area, the maximum day peaking factor is 1.8. The water master plans contained fire flow demand values for each land use. These fire flow demands are the same in the two master plans. The fire flow demands are 2,000 gpm for Single-Family Residential, 3,000 gpm for Multi-Family Residential, 2,500 gpm for Commercial, 4,500 gpm for Institutional, and 4,500 gpm for Industrial. For opportunity areas with multiple land uses, the highest fire flow demand was assigned to that opportunity area. The maximum day demand was then added to the fire flow demand.

Table 2 lists the design demands estimated for existing, current General Plan, and maximum buildout of each opportunity area. Also displayed are comparisons between existing and opportunity area demands, and between current General Plan and opportunity area demands.

TABLE 2 COMPARISON OF WASTEWATER FLOW ESTIMATES (ADWF), MILLION GALLONS PER DAY (MGD)

OPPORTUNITY AREA ID	EXISTING CONDITIONS DESIGN DEMAND (gpm)	GENERAL PLAN DESIGN DEMAND (gpm)	OPPORTUNITY AREAS DESIGN DEMAND (gpm)	INCREASE FROM EXISTING TO OPPORTUNITY AREAS (gpm)	INCREASE FROM GENERAL PLAN TO OPPORTUNITY AREAS (gpm)
1	2,134	3,136	3,136	1,002	0
2	0	3,187	3,187	3,187	0
3	2,102	3,060	3,060	958	0
4	3,002	3,042	3,061	59	19
5	4,501	5,348	5,348	847	0
6	2,042	3,168	3,168	1,126	0
7	2,513	3,043	3,053	539	9
8	3,087	3,155	3,191	104	36
9	4,636	4,819	5,266	630	447
10	4,529	4,571	4,746	216	174
11	3,039	3,124	3,124	85	0
12	4,615	4,916	4,916	301	0
13	4,525	4,552	4,986	462	434
14	4,501	4,507	4,529	28	22
15	4,539	4,581	4,683	144	102
16	4,643	4,853	4,958	315	105
17	2,514	3,055	3,055	541	0
18	3,027	3,103	3,219	192	116
19	4,581	4,670	4,670	89	0
20	0	2,660	2,660	2,660	0
21	0	5,185	5,185	5,185	0
22	0	5,237	5,440	5,440	204

EVALUATION APPROACH

The water supply infrastructure evaluation considers the status and adequacy of the existing infrastructure and qualitatively identifies the infrastructure required to support anticipated development in each opportunity area. To conduct this evaluation, West Yost Associates reviewed the 2008 Water Master Plan for the City of Stockton and the 2009 Water Supply and Facilities Master Plan for the California Water Service Company. West Yost Associates also reviewed the existing pipeline network, booster stations, and storage facilities, along with the plans for expansion of and revisions to these facilities based on the future demands that were developed for those two master plans. The demands for the opportunity areas were compared to the demands estimated in the two master plans to determine whether the infrastructure plans in the two master plans would be adequate to support the development anticipated in the opportunity areas.

The evaluation of the required infrastructure includes an assessment of the distribution and transmission pipelines that would need to be constructed to supply each opportunity area. This involved reviewing how much distribution piping already exists within each opportunity area, how much more distribution piping may be required, the apparent adequacy of existing transmission piping supplying the area, and the likely amount of additional transmission piping that could be required to meet the future demands.

The evaluation of the supply, booster pumping, and storage requirements involved an assessment of average day, maximum day, and fire flow demands. Given that there are already areas in the city with either institutional or industrial land use, which have the largest fire flow demands, it was assumed that the system already has adequate booster pumping and storage to meet the fire flow demands of the currently developed areas. Water systems are designed to meet the largest fire flow demand within any pressure zone. Because the two parts of the City's service area and the Cal Water service area each consist of a single pressure zone, the existing booster pumping and storage capacity for meeting existing fire flow demands can also be applied to the opportunity areas, regardless of their location within the service area. Therefore, the fire flow demands for the opportunity areas are not expected to result in substantially different levels of infrastructure requirements among the various opportunities, as long as adequate transmission capacity is provided.

In analyzing the average day and maximum day demands, it was determined that the effect of each opportunity area on the supply, booster pumping, and storage requirements is directly proportional to the demand, which are directly proportional to EDUs. Given that supply, booster pumping, and storage are distributed within each service area, it can be assumed that the cost per EDU for any of the opportunity areas would be very similar, again assuming that adequate transmission capacity is provided. Therefore, with costs per EDU associated with supply, booster pumping, and storage being similar among the various opportunity areas, the comparison of the opportunity areas relative to each other focused on the distribution and transmission piping requirements.

APPENDIX D
Wastewater Infrastructure Evaluation Methodology

Information on the anticipated land uses in each of the opportunity areas was used to conduct a qualitative evaluation of the effects on the wastewater collection system. Each opportunity area was compared to the others. The comparison included an evaluation of the effect on wastewater treatment, the gravity collection system, pump stations, and pressure pipes. In each case, on-site facilities were considered separately from off-site facilities.

FLOW FACTORS

Flow factors for the land uses identified for the opportunity areas were obtained from the City of Stockton 2008 Wastewater Master Plan. The Master Plan factors are expressed in gallons per day (gpd) per dwelling unit (DU) for residential uses, and gpd per acre for non-residential uses. The opportunities analysis includes significant amounts of multi-story nonresidential development in some areas, so it was necessary to develop a factor based on square footage (SF) of floor area rather than acreage in order to compare the various project areas. For commercial uses, a factor of 0.15 gpd/SF was used, which is equivalent to approximately 2,000 gpd/acre at a floor to land area ratio of 0.31. For industrial uses, a factor of 0.20 gpd/SF was used, which is equivalent to approximately 3,000 gpd/acre at a floor to land area ratio of 0.34. It should be noted that the flow factor for industrial uses allows for low to medium water use industries, not wet industries such as food processing or pharmaceutical manufacturing. The factors are summarized in Table 1.

TABLE 1 WASTEWATER FLOW FACTORS

LAND USE	gpd/DU	Existing Land Uses gpd/AC[a]	Proposed Land Uses gpd/SF
Residential, Existing Development[b]	240	–	–
Residential, Future Projections[b]	300	–	–
Commercial[c]	–	1,100	0.15 (2,000 gpd/AC)
Industrial[d]	–	1,400	0.20 (3,000 gpd/AC)

a. Per-acre factor used for existing development only.
b. The higher residential factor is used where final unit count is uncertain (i.e., in undeveloped areas).
c. For proposed land uses, this factor allows for a mix of commercial uses including primarily retail and professional office, and lesser amounts of lodging (hotel) and restaurant uses. Although restaurants can generate flow rates higher than 0.15 gpd/SF, this value is reasonable for an undefined mix of commercial land uses, and is consistent with the flow factors from Table 2-11 of the City of Stockton, Wastewater Master Plan (October 2008).
d. Industrial flow factor does not allow for high water use industries such as a canning or pharmaceutical manufacturing.

DESIGN FLOW CALCULATIONS

Average dry weather flows (ADWF) for each opportunity area were developed for existing land uses, buildout of land uses allowed by the current General Plan, and buildout of land uses anticipated in this Infill Opportunities Report. Existing flows were calculated using information on the existing number of dwelling units, the acreage of each type of non-residential land use, and the flow factors in Table 1. Similar calculations were performed to develop flows for the buildout of land uses allowed by the current General Plan and for the buildout of land uses anticipated in this Infill Opportunities Report.

Collection system infrastructure impacts are related to peak wet weather flows, which include peak sanitary flow and infiltration and inflow (I&I). I&I is generally proportional to land area, so it would not be expected to change substantively between different land uses for a given acreage. Peak sanitary flow is related to the average dry weather flow based on use patterns throughout the day, and possibly seasonal use patterns in the case of nonresidential flows. For the purposes of this analysis, the land uses were compared on the basis of ADWF. Final infrastructure design would be based on PWWF, but ADWF is a good indication of the relative impacts resulting from changing land use plans, and is suitable for a qualitative comparison of alternatives.

Table 2 lists the ADWF estimated for existing, current General Plan, and maximum buildout of each opportunity area. Also displayed are comparisons between existing and opportunity area flows, and between current General Plan and opportunity area flows.

TABLE 2 COMPARISON OF WASTEWATER FLOW ESTIMATES (ADWF), MILLION GALLONS PER DAY (MGD)

OPPORTUNITY AREA ID	EXISTING CONDITIONS	GENERAL PLAN	OPPORTUNITY AREAS	INCREASE FROM EXISTING TO OPPORTUNITY AREAS	INCREASE FROM GENERAL PLAN TO OPPORTUNITY AREAS
1	0.07	0.77	0.77	0.70	–
2	–	0.47	0.47	0.47	–
3	0.06	0.72	0.72	0.66	–
4	–	0.03	0.06	0.06	0.03
5	–	0.81	0.81	0.81	–
6	0.02	0.18	0.18	0.16	–
7	0.01	0.05	0.05	0.04	–
8	0.07	0.12	0.18	0.11	0.06
9	0.08	0.51	0.83	0.75	0.32
10	0.01	0.09	0.56	0.55	0.47
11	0.02	0.28	0.28	0.26	–
12	0.05	0.48	0.48	0.43	–
13	0.01	0.11	1.16	1.15	1.05
14	–	0.02	0.03	0.03	0.01
15	0.02	0.18	0.17	0.15	(0.01)
16	0.08	0.33	0.40	0.32	0.07
17	0.01	0.06	0.06	0.05	–
18	0.02	0.08	0.23	0.21	0.15
19	0.05	0.40	0.40	0.35	-
20	-	0.07	0.07	0.07	-
21	-	1.26	1.26	1.26	-
22	-	1.66	2.11	2.11	0.45
Total	0.58	8.68	11.28	10.70	2.60

APPENDIX E
Stormwater Infrastructure Evaluation Methodology

The existing condition land uses were used to estimate the current volume of runoff, which was then contrasted with the runoff volume produced during the buildout condition, according to the changed land use. A second buildout volume was also computed, using the land use allocations provided under a reduced development scenario. These volumes were used for comparative purposes only and should not be used for the design of detention basins. The difference between existing conditions and buildout was then computed for both maximum and reduced demand, and the increased need for stormwater detention was ranked by opportunity area. Peak runoff volumes were estimated using the rational formula, simply explained as:

$$Q = C\ i\ A$$

where:

Q = the peak runoff volume, in cubic feet;
C = the composite runoff coefficient, described below;
i = the rainfall intensity, in inches per hour; and
A = the area of the development, in acres

In order to obtain the total runoff volume for a given storm event, the peak runoff was multiplied by the time of concentration. Since time of concentration is the maximum time for runoff to travel to a downstream collection point, a potentially complex set of computations would be necessary to describe multiple sub-sheds within each development area, based on parameters that are not available at this early phase of planning. Therefore, an estimate of the minimum travel time, as outlined in the San Joaquin County Improvement Standards Table 3-2[1] (Improvement Standards) was employed, by land use type. For 'parking' and 'compacted earth' land uses, a minimum inlet time was assumed, based on other values given in the table. 'Green Field' travel times were approximated based on a value of 35 minutes for large opportunity areas (i.e., Opportunity Areas #1, 2, 3, 5, and 21) or 20 minutes for small opportunity areas (i.e., the remainder). Where multiple land use types were present, the weighted average of inlet times was used to approximate the time of the peak.

The composite runoff coefficient, C, for each opportunity area was computed using the weighted average of coefficients based on those provided in the City of Stockton Standard Drawing D-3 for each land use allocated.

Standard Drawing D-1 from the City of Stockton Improvement Standards was used to determine the intensity of the 10-year event and, for the 100-year event, this value was multiplied by 1.4, as indicated in the County Improvement Standards. The rainfall intensity varies based on time of concentration or minimum inlet time.

In most cases, increased development in the opportunity areas would lead to increased peak runoff, as shown in Table 1, but in one opportunity area, Area 14, anticipated development would reduce the required stormwater detention due to changes in land use that cause slower runoff. Table 2 describes the available information about

[1] San Joaquin County Public Works Improvement Standards. November, 2014.g

existing and potential required infrastructure for each opportunity area. Because the City does not have a detailed Storm Drain Master Plan, site-specific improvements related to stormwater are discussed conceptually, unless a site specific plan is available, and potential costs are provided on a qualitative basis, using the total increased stormwater runoff volume, combined with any information on existing infrastructure in place, as an indicator. The need for water quality mitigation was also considered, which had a significant impact on potential costs for areas without available space for detention.

Opportunity ID	Infill Opportunity or Project Name	Total Area (ac)	Existing Impervious Percentage (from Composite C Value)[1]	Existing Land (acreages by land use type)								Infill Impervious Percentage (from Composite C Value)[1]	Infill Land Uses (acreages by land use type)							
				Green field	Compacted Earth	Residential Low	Residential Medium	Residential High	Industrial	Commercial	Parking		Green field	Compacted Earth	Residential Low	Residential Medium	Residential High	Industrial	Commercial	Parking
				0.15	0.75	0.35	0.5	0.65	0.9	0.9	0.9		0.15	0.15	0.75	0.35	0.5	0.65	0.9	0.9
			Minimum Inlet Time (minutes)[2]	35 (large parcel), 25 (small)	15	20	20	15	10	10	10		35 (large parcel), 25 (small)	15	20	20	15	10	10	10
1	Project: Westlake Villages	673.83	17%	623.0		50.8						30%	242.7		431.1					
2	Project: Delta Cove	362.23	15%	362.2								32%	101.0		253.3				8.0	
3	Project: North Stockton Projects III	209.91	19%	171.2		38.7						35%			209.9					
4	Infill Opportunity	15.32	15%	15.2				0.1				50%				15.2	0.1			
5	Project: Cannery Park	405.92	15%	405.4					0.5			54%	74.1		160.8		9.1	58.0	104.0	
6	Infill Opportunity	48.00	22%	32.1		15.9						46%	9.2		15.9		22.9			
7	Infill Opportunity	13.79	31%	8.6		3.0				2.2		68%			3.0		5.8		5.0	
8	Infill Opportunity	46.69	30%	26.4		10.2		10.1				50%	1.7		21.3		22.7		1.0	
9	Infill Opportunity	239.66	28%	183.4		18.4			37.9			54%	63.1		42.3		73.2	32.0	29.0	
10	Infill Opportunity	27.89	20%			3.6		0.5	1.8	2.7		58%	6.1		3.0		11.9	1.0	6.0	
11	Infill Opportunity	12.85	90%					0.2		12.7		77%					6.9		6.0	
12	Project: Open Window	11.90	87%					1.2	2.5	8.2		86%					0.9	4.0	7.0	
13	Infill Opportunity	50.08	89%			1.0		0.1	3.1	5.0	40.9	91%			1.0		2.5	1.0	11.0	34.6
14	Infill Opportunity	6.28	73%		5.8	0.3			0.2			87%			0.2		1.2		1.0	3.9
15	Infill Opportunity	56.07	62%	15.5	23.3	1.0		0.0	16.3			55%		11.4	1.0	43.7				
16	Infill Opportunity	157.81	26%	106.5		37.5		1.2	3.6	9.0		46%	39.7		60.5		33.7	3.0	21.0	
17	Infill Opportunity	14.90	39%	9.6		0.7				4.6		46%	8.2		0.7		2.0		4.0	
18	Infill Opportunity	43.19	21%	37.1		1.8		3.3		0.9		70%			1.8		31.4		10.0	
19	Infill Opportunity	237.11	74%		205.1	12.0		0.6	17.7	1.7		78%		161.1				76.0		
20	Project: Weston Ranch Town Center	41.45	15%	41.5								90%							41.5	
21	Project: Nor Cal Logistics Center	321.13	15%	321.1								85%						321.1		
22	Parking Lots & City-Owned Sites	58.33	90%							17.3	41.0	72%					35.3		23.0	

Opportunity ID	Infill Opp vs Project (name)	Existing Peak Flow Estimate (cfs)	Existing Detention Volume Estimate (cf)	Infill Peak Flow Estimate (cfs)	Detention Volume Estimate (cf)	Increased Runoff Volume	Runoff Volume Rank (Largest to Smallest)	Overall Qualitative Cost
1	Project: Westlake Villages	133.1	270439.5	271.1	413208.4	142768.9	3	high
2	Project: Delta Cove	61.1	128365.6	167.1	240228.3	111862.7	5	high
3	Project: North Stockton Projects III	48.5	93711.6	120.0	143998.3	50286.6	7	moderate
4	Infill Opportunity	3.8	4498.1	12.5	14993.7	10495.6	13	low
5	Project: Cannery Park	68.6	143850.6	369.0	412561.9	268711.2	1	high
6	Infill Opportunity	17.2	20698.9	38.0	40154.3	19455.4	11	moderate
7	Infill Opportunity	7.2	7980.5	17.7	14728.8	6748.3	14	low
8	Infill Opportunity	23.4	26597.9	40.4	42068.4	15470.5	12	moderate
9	Infill Opportunity	113.5	125427.2	271.7	239236.1	113809.0	4	high
10	Infill Opportunity	10.2	8895.3	37.6	28870.4	19975.1	10	moderate
11	Infill Opportunity	23.1	13947.6	20.1	14333.6	386.0	19	low
12	Project: Open Window	20.5	12932.2	20.8	12951.2	18.9	21	low
13	Infill Opportunity	88.8	54402.1	87.4	54779.7	377.7	20	low
14	Infill Opportunity	8.3	7526.8	10.3	6934.7	-592.1		low
15	Infill Opportunity	63.1	56890.3	51.5	58676.8	1786.5	16	moderate
16	Infill Opportunity	68.3	78504.1	141.5	140860.2	62356.2	6	high
17	Infill Opportunity	12.9	3094.3	18.0	8245.1	5150.8	15	low
18	Infill Opportunity	15.0	17476.1	61.3	47455.5	29979.4	9	moderate
19	Infill Opportunity	319.8	284769.1	355.7	285960.1	1191.0	17	moderate
20	Project: Weston Ranch Town Center	10.2	12186.3	74.6	44766.0	32579.7	8	moderate
21	Project: Nor Cal Logistics Center	54.2	113800.4	578.0	346820.4	233020.0	2	high
22	Parking Lots and City-Owned Sites	105.0	63001.2	82.7	63924.3	923.1	18	low

Appendix F: Parcels in Greater Downtown Opportunity Areas

APN	Address	Zip Code	Opportunity Area
Opportunity Area 10			
15112062	425 N UNION ST	95205	10
15112014	1208 E LINDSAY ST	95205	10
15112019	1236 E LINDSAY ST	95205	10
15112021	339 N AIRPORT WY	95205	10
15112022	337 N AIRPORT WY	95205	10
15112025	317 N AIRPORT WY	95205	10
15112029	1223 E MINER AV	95205	10
15112030	1213 E MINER AV	95205	10
15112031	1205 E MINER AV	95205	10
15112033	324 N PILGRIM ST	95205	10
15112034	328 N PILGRIM ST	95205	10
15112039	1138 E LINDSAY ST	95205	10
15112040	1148 E LINDSAY ST	95205	10
15112045	1121 E MINER AV	95205	10
15112046	1109 E MINER AV	95205	10
15112048	320 N UNION ST	95205	10
15112050	1004 E LINDSAY ST	95205	10
15116013	221 N PILGRIM ST	95205	10
15116013	219 N PILGRIM ST	95205	10
15116016	1129 CHANNEL ST	95205	10
15116017	1119 CHANNEL ST	95205	10
15116021	230 N UNION ST	95205	10
15116022	244 N PILGRIM ST	95205	10
15116023	1206 E MINER AV	95205	10
15116024	1208 E MINER AV	95205	10
15116025	236 N PILGRIM ST	95205	10
15116030	225 N AIRPORT WY	95205	10
15116032	215 N AIRPORT WY	95205	10
15116033	1247 CHANNEL ST	95205	10
15116033	1243 CHANNEL ST	95205	10
15116034	1227 CHANNEL ST	95205	10
15116035	1221 CHANNEL ST	95205	10
15116071	240 N UNION ST	95205	10
15117002	1322 E MINER AV	95205	10
15117003	1324 E MINER AV	95205	10
15117004	1338 E MINER AV	95205	10
15117059	1302 E MINER AV	95205	10
15108037	647 N UNION ST	95205	10
15112026	1245 E MINER AV	95205	10
15112027	1233 E MINER AV	95205	10
15112031	1203 E MINER AV	95205	10
15112044	303 N PILGRIM ST	95205	10
15116015	1139 CHANNEL ST A	95205	10
15116015	1141 CHANNEL ST B	95205	10
15116018	1111 CHANNEL ST	95205	10
15116022	1200 E MINER AV	95205	10
15116030	227 N AIRPORT WY A	95205	10
15116030	227 N AIRPORT WY B	95205	10

APN	Address	Zip Code	Opportunity Area
15116031	219 N AIRPORT WY	95205	10
15116032	211 N AIRPORT WY	95205	10
15116035	1219 CHANNEL ST	95205	10
15116059	1205 CHANNEL ST	95205	10
15116069	1112 E MINER AV	95205	10
15116070	1232 E MINER AV	95205	10
15116070	1226 E MINER AV	95205	10
15117005	237 N SIERRA NEVADA ST	95205	10
15117008	1345 CHANNEL ST	95205	10
15117059	1321 CHANNEL ST	95205	10
15108028	1 *UNASSIGNED	95205	10
15108034	1030 E OAK ST	95205	10
15112002	1025 E LINDSAY ST	95205	10
15112054	1 *UNASSIGNED	95205	10
15112056	1 *UNASSIGNED	95202	10
15108026	535 N UNION ST	95205	10
15108030	1010 E OAK ST	95205	10
15112001	1011 E LINDSAY ST	95205	10
15112013	1200 E LINDSAY ST	95205	10
15112015	340 N PILGRIM ST	95205	10
15112016	334 N PILGRIM ST	95205	10
15112017	1222 E LINDSAY ST	95205	10
15112018	1224 E LINDSAY ST	95205	10
15112020	1240 E LINDSAY ST	95205	10
15112023	335 N AIRPORT WY	95205	10
15112024	327 N AIRPORT WY	95205	10
15112028	1231 E MINER AV	95205	10
15112032	314 N PILGRIM ST	95205	10
15112035	1102 E LINDSAY ST	95205	10
15112036	1114 E LINDSAY ST	95205	10
15112037	1120 E LINDSAY ST	95205	10
15112038	1128 E LINDSAY ST	95205	10
15112041	333 N PILGRIM ST	95205	10
15112042	327 N PILGRIM ST	95205	10
15112043	321 N PILGRIM ST	95205	10
15112047	310 N UNION ST	95205	10
15112049	332 N UNION ST	95205	10
15116014	1143 CHANNEL ST	95205	10
15116015	1141 CHANNEL ST A	95205	10
15116020	220 N UNION ST	95205	10
15116026	1220 E MINER AV	95205	10
15116029	1248 E MINER AV	95205	10
15116031	217 N AIRPORT WY	95205	10
15116036	1215 CHANNEL ST	95205	10
15116036	1209 CHANNEL ST	95205	10
15116039	230 N PILGRIM ST	95205	10
15116059	220 N PILGRIM ST	95205	10
15117001	1312 E MINER AV	95205	10
15117006	227 N SIERRA NEVADA ST	95205	10
15117009	1325 CHANNEL ST	95205	10
15117059	1319 CHANNEL ST	95205	10
15108027	517 N UNION ST	95205	10
15112001	1001 E LINDSAY ST	95205	10

APN	Address	Zip Code	Opportunity Area
15112031	1201 E MINER AV	95205	10
15116015	1139 CHANNEL ST B	95205	10
15116019	202 N UNION ST	95205	10
15116022	1204 E MINER AV	95205	10
15116030	229 N AIRPORT WY	95205	10
15117007	225 N SIERRA NEVADA ST	95205	10
15117059	1315 CHANNEL ST	95205	10
15108029	1 *UNASSIGNED	95205	10
15108039	1 *UNASSIGNED	95202	10
15112057	1 *UNASSIGNED	95202	10
15112060	1 *UNASSIGNED	95205	10
Opportunity Area 11			
13905410	706 N EL DORADO ST	95202	11
13905408	720 N EL DORADO ST	95202	11
13906007	633 N HUNTER ST	95202	11
13906016	537 N SAN JOAQUIN ST	95202	11
13906020	236 E OAK ST	95202	11
13906028	540 N HUNTER ST	95202	11
13906033	610 N HUNTER ST	95202	11
13906016	535 N SAN JOAQUIN ST B	95202	11
13906036	220 E OAK ST &&	95202	11
13906023	220 E OAK ST	95202	11
13906008	137 E OAK ST	95202	11
13905401	744 N EL DORADO ST	95202	11
13905403	741 N HUNTER ST	95202	11
13905410	123 E PARK ST	95202	11
13905410	714 N EL DORADO ST	95202	11
13905409	721 N HUNTER ST	95202	11
13905409	715 N HUNTER ST	95202	11
13906006	645 N HUNTER ST	95202	11
13906008	601 N HUNTER ST	95202	11
13906014	625 N SAN JOAQUIN ST	95202	11
13906016	549 N SAN JOAQUIN ST	95202	11
13906016	547 N SAN JOAQUIN ST	95202	11
13906016	545 N SAN JOAQUIN ST	95202	11
13906016	543 N SAN JOAQUIN ST	95202	11
13906020	234 E OAK ST	95202	11
13906038	502 N HUNTER ST	95202	11
13906034	235 E FREMONT ST	95202	11
13906035	642 N HUNTER ST	95202	11
13906004	640 N EL DORADO ST	95202	11
13906005	600 N EL DORADO ST A	95202	11
13906015	227 E OAK ST	95202	11
13906016	535 N SAN JOAQUIN ST A	95202	11
13906037	531 N SAN JOAQUIN ST	95202	11
13906018	521 N SAN JOAQUIN ST	95202	11
13906024	225 E FREMONT ST	95202	11
13906015	621 N SAN JOAQUIN ST	95202	11
13906015	619 N SAN JOAQUIN ST	95202	11
13906005	600 N EL DORADO ST B	95202	11
Opportunity Area 12			
13925004	205 N CALIFORNIA ST	95202	12
13925004	215 N CALIFORNIA ST	95202	12

APN	Address	Zip Code	Opportunity Area
13925004	201 N CALIFORNIA ST	95202	12
13925004	207 N CALIFORNIA ST	95202	12
13925004	211 N CALIFORNIA ST	95202	12
13925005	242 N SUTTER ST	95202	12
13925001	242 N SUTTER ST 201	95202	12
13925001	242 N SUTTER ST 210	95202	12
13925001	242 N SUTTER ST 216	95202	12
13925001	242 N SUTTER ST 218	95202	12
13925001	242 N SUTTER ST 311	95202	12
13925001	404 E MINER AV	95202	12
13925001	408 E MINER AV	95202	12
13925001	228 N SUTTER ST	95202	12
13925001	232 N SUTTER ST	95202	12
13925001	236 N SUTTER ST	95202	12
13925001	242 N SUTTER ST 405	95202	12
13925001	242 N SUTTER ST 501	95202	12
13925001	242 N SUTTER ST 605	95202	12
13925001	242 N SUTTER ST 701	95202	12
13925001	242 N SUTTER ST 707	95202	12
13925001	242 N SUTTER ST 801	95202	12
13925001	242 N SUTTER ST 811	95202	12
13925001	242 N SUTTER ST 904	95202	12
13925001	242 N SUTTER ST 603	95202	12
13925001	242 N SUTTER ST 301	95202	12
13925001	242 N SUTTER ST 309	95202	12
13925001	412 E MINER AV	95202	12
13925001	240 N SUTTER ST	95202	12
13925003	206 N SUTTER ST	95202	12
13925004	203 N CALIFORNIA ST	95202	12
13925001	242 N SUTTER ST 202	95202	12
13925001	242 N SUTTER ST 205	95202	12
13925001	242 N SUTTER ST 209	95202	12
13925001	242 N SUTTER ST 215	95202	12
13925001	242 N SUTTER ST 303	95202	12
13925001	242 N SUTTER ST 315	95202	12
13925001	230 N SUTTER ST	95202	12
13925001	238 N SUTTER ST	95202	12
13925001	246 N SUTTER ST	95202	12
13925001	242 N SUTTER ST 401	95202	12
13925001	242 N SUTTER ST 407	95202	12
13925001	242 N SUTTER ST 503	95202	12
13925001	242 N SUTTER ST 505	95202	12
13925001	242 N SUTTER ST 601	95202	12
13925001	242 N SUTTER ST 805	95202	12
13925001	242 N SUTTER ST 903	95202	12
13925001	242 N SUTTER ST 905	95202	12
13925001	242 N SUTTER ST 709	95202	12
13925001	242 N SUTTER ST 507	95202	12
13925023	221 N AMERICAN ST	95202	12
13925021	545 CHANNEL ST	95202	12
13925024	535 CHANNEL ST	95202	12
13925027	544 E MINER AV	95202	12
13925006	510 E MINER AV	95202	12

APN	Address	Zip Code	Opportunity Area
13925006	240 N CALIFORNIA ST	95202	12
13925012	225 N AMERICAN ST	95202	12
13925018	527 CHANNEL ST	95202	12
13925008	532 E MINER AV	95202	12
13925018	525 CHANNEL ST	95202	12
13925026	208 N CALIFORNIA ST	95202	12
13925026	216 N CALIFORNIA ST	95202	12
13929001	600 E MINER AV	95202	12
13929001	224 N AMERICAN ST	95202	12
13929006	621 CHANNEL ST	95202	12
13929006	619 CHANNEL ST	95202	12
13929002	620 E MINER AV	95202	12
13929004	208 N AMERICAN ST	95202	12
13929002	622 E MINER AV A	95202	12
13929005	617 CHANNEL ST	95202	12
13929002	622 E MINER AV	95202	12
13929002	618 E MINER AV	95202	12
13929004	210 N AMERICAN ST	95202	12
13929005	615 CHANNEL ST	95202	12
13929001	612 E MINER AV	95202	12
13929002	624 E MINER AV	95202	12
13929004	204 N AMERICAN ST	95202	12
13929003	216 N AMERICAN ST	95202	12
13929001	224 N AMERICAN ST A	95202	12
13927014	140 N AMERICAN ST	95202	12
13927014	607 E WEBER AV	95202	12
13927014	621 E WEBER AV	95202	12
14917008	435 E MAIN ST	95202	12
14917009	449 E MAIN ST	95202	12
14917009	15 N CALIFORNIA ST	95202	12
14917009	11 N CALIFORNIA ST	95202	12
14917012	39 N CALIFORNIA ST	95202	12
14917012	43 N CALIFORNIA ST	95202	12
14917009	445 E MAIN ST	95202	12
14917009	11 N CALIFORNIA ST 51	95202	12
14917008	431 E MAIN ST	95202	12
14917008	425 E MAIN ST	95202	12
14917009	7 N CALIFORNIA ST	95202	12
14917012	33 N CALIFORNIA ST	95202	12
14917012	37 N CALIFORNIA ST	95202	12
14917012	45 N CALIFORNIA ST	95202	12
14917025	27 N CALIFORNIA ST	95202	12
14917009	443 E MAIN ST	95202	12
14917009	447 E MAIN ST	95202	12
14917027	509 E MAIN ST	95202	12
14917027	501 E MAIN ST	95202	12
14917027	511 E MAIN ST	95202	12
14918003	630 E WEBER AV	95202	12
14918004	646 E WEBER AV	95202	12
14918005	24 N AMERICAN ST	95202	12
14918008	635 E MAIN ST	95202	12
14918008	637 E MAIN ST	95202	12
14918009	643 E MAIN ST	95202	12

APN	Address	Zip Code	Opportunity Area
14918008	641 E MAIN ST	95202	12
14918009	645 E MAIN ST	95202	12
14918009	9 N STANISLAUS ST	95202	12
14918017	25 N GRANT ST	95202	12
14918021	725 E MAIN ST	95202	12
14918022	745 E MAIN ST	95202	12
14918021	715 E MAIN ST	95202	12
14918024	707 E MAIN ST	95202	12
14918024	709 E MAIN ST	95202	12
14918021	739 E MAIN ST	95202	12
14918021	723 E MAIN ST	95202	12
14918021	721 E MAIN ST	95202	12
14918022	11 N GRANT ST	95202	12
14918024	711 E MAIN ST	95202	12
13928004	836 CHANNEL ST	95202	12
13928007	843 E WEBER AV	95202	12
13928007	121 N AURORA ST	95202	12
13928005	836 CHANNEL ST &&	95202	12
14919013	829 E MAIN ST	95202	12
14919006	29 N AURORA ST	95202	12
14919013	831 E MAIN ST	95202	12
14919003	1 *UNASSIGNED	95202	12
14919007	29 N AURORA ST &&	95202	12
14919009	803 E MAIN ST	95202	12
14919010	811 E MAIN ST	95202	12
14919004	832 E WEBER AV	95202	12
14919006	33 N AURORA ST	95202	12
14919011	819 E MAIN ST	95202	12
14921009	11 S AURORA ST	95202	12
14921001	800 E MAIN ST A	95202	12
14921001	800 E MAIN ST B	95202	12
14921001	800 E MAIN ST C	95202	12
14921001	800 E MAIN ST	95202	12
15119006	915 E MARKET ST	95202	12
15119005	921 E MARKET ST	95202	12
15119008	30 S AURORA ST	95202	12
15119009	929 E MARKET ST	95202	12
15119008	20 S AURORA ST	95202	12
Opportunity Area 13			
14722009	735 S SUTTER ST	95203	13
15130012	820 S AURORA ST	95206	13
14722008	702 S SAN JOAQUIN ST	95203	13
14729205	645 E WORTH ST	95206	13
14729206	635 E WORTH ST	95206	13
14729207	627 E WORTH ST	95206	13
14729213	802 S AMERICAN ST	95206	13
14729412	802 S STANISLAUS ST	95206	13
14729412	818 S STANISLAUS ST	95206	13
14729412	826 S STANISLAUS ST	95206	13
14730006	720 S STANISLAUS ST	95203	13
14907030	611 S SAN JOAQUIN ST	95203	13
14908201	308 E HAZELTON AV	95203	13
14908202	302 E HAZELTON AV	95203	13

APN	Address	Zip Code	Opportunity Area
14908410	412 E HAZELTON AV	95203	13
14927064	830 E HAZELTON AV	95203	13
14927055	635 S AURORA ST B	95203	13
14927055	635 S AURORA ST D	95203	13
14723006	749 S STANISLAUS ST	95203	13
14729210	603 E WORTH ST	95206	13
14729211	824 S AMERICAN ST	95206	13
14729404	747 E WORTH ST	95206	13
14729409	707 E WORTH ST	95206	13
14907031	609 S SAN JOAQUIN ST	95203	13
14908406	707 S CALIFORNIA ST	95203	13
14908406	709 S CALIFORNIA ST	95203	13
14723005	1 *UNASSIGNED	95203	13
14730007	635 S AURORA ST	95203	13
15130011	1 *UNASSIGNED	95205	13
15130011	1 *UNASSIGNED	95205	13
14723007	730 S CALIFORNIA ST &&	95203	13
14927059	760 E HAZELTON AV	95203	13
15130012	959 E WORTH ST	95206	13
14927062	822 E HAZELTON AV	95203	13
14927065	850 E HAZELTON AV	95203	13
14729213	820 S AMERICAN ST B	95206	13
14729204	825 S STANISLAUS ST	95206	13
14729208	625 E WORTH ST	95206	13
14729213	820 S AMERICAN ST	95206	13
14729405	735 E WORTH ST	95206	13
14729405	737 E WORTH ST	95206	13
14729406	729 E WORTH ST	95206	13
14729407	719 E WORTH ST	95206	13
14729408	711 E WORTH ST	95206	13
14908410	408 E HAZELTON AV	95203	13
14908410	422 E HAZELTON AV	95203	13
14908406	705 S CALIFORNIA ST	95203	13
14908602	646 S CALIFORNIA ST	95203	13
14927061	816 E HAZELTON AV	95203	13
14927052	740 E HAZELTON AV	95203	13
14927053	704 E HAZELTON AV	95203	13
14927055	635 S AURORA ST A	95203	13
14723002	713 S CALIFORNIA ST	95203	13
14723003	730 S CALIFORNIA ST	95203	13
14723004	644 S AMERICAN ST	95203	13
14729209	609 E WORTH ST	95206	13
14729402	817 S GRANT ST	95206	13
14729403	825 S GRANT ST	95206	13
14729408	715 E WORTH ST	95206	13
14729412	814 S STANISLAUS ST	95206	13
14729412	828 S STANISLAUS ST	95206	13
14730005	747 S GRANT ST	95203	13
14908408	432 E HAZELTON AV	95203	13
14908409	701 S CALIFORNIA ST	95203	13
14723001	740 S SUTTER ST	95203	13
14907041	1 *UNASSIGNED	95203	13
14908203	702 S SAN JOAQUIN ST &&	95203	13

APN	Address	Zip Code	Opportunity Area
14927063	826 E HAZELTON AV	95203	13
14730008	1 *UNASSIGNED	95203	13
Opportunity Area 14			
14703003	401 S LINCOLN ST	95203	14
14703005	427 S LINCOLN ST	95203	14
14703010	533 W CHURCH ST	95203	14
14703012	428 S HARRISON ST	95203	14
14703014	420 S HARRISON ST	95203	14
14703021	521 W HAZELTON AV	95203	14
14703023	545 W HAZELTON AV	95203	14
14703001	550 W SONORA ST	95203	14
14703004	413 S LINCOLN ST	95203	14
14703008	521 W CHURCH ST	95203	14
14703011	446 S HARRISON ST	95203	14
14703017	530 W CHURCH ST	95203	14
14703018	510 W CHURCH ST	95203	14
14703002	524 W SONORA ST	95203	14
14703017	507 S LINCOLN ST	95203	14
14703006	443 S LINCOLN ST	95203	14
14703009	525 W CHURCH ST	95203	14
14703013	424 S HARRISON ST	95203	14
14703019	501 S LINCOLN ST	95203	14
14703020	547 S LINCOLN ST	95203	14
14703022	529 W HAZELTON AV	95203	14
14703024	530 S HARRISON ST	95203	14
14703007	511 W CHURCH ST	95203	14
14703021	515 W HAZELTON AV	95203	14
14703003	407 S LINCOLN ST	952033311	14
Opportunity Area 17			
14708609	101 W DR MARTIN LUTHER KING JR BL	95206	17
14716002	36 W JACKSON ST	95206	17
14716003	1201 S CENTER ST	95206	17
14716004	1203 S CENTER ST	95206	17
14716005	1211 TURNPIKE RD	95206	17
14716028	1305 S EL DORADO ST	95206	17
14716031	1334 S CENTER ST	95206	17
14716032	44 W CLAY ST	95206	17
14716033	40 W CLAY ST	95206	17
14716034	28 W CLAY ST	95206	17
14716036	1311 S CENTER ST	95206	17
14716037	1325 S CENTER ST	95206	17
14716039	1325 S EL DORADO ST	95206	17
14716028	1317 S EL DORADO ST	95206	17
14716035	1 *UNASSIGNED	95206	17
14708605	1325 S COMMERCE ST	95206	17
14708610	141 W DR MARTIN LUTHER KING JR BL	95206	17
14716001	48 W JACKSON ST	95206	17
14716030	1347 S EL DORADO ST	95206	17
14716034	30 W CLAY ST	95206	17
14716038	39 W DR MARTIN LUTHER KING JR BL	95206	17
14716028	1309 S EL DORADO ST	95206	17
14716028	1315 S EL DORADO ST	95206	17
14716028	44 E CLAY ST	95206	17

APN	Address	Zip Code	Opportunity Area
14708605	120 TURNPIKE RD	95206	17
14716031	1334 S CENTER ST A	95206	17
14716031	1334 S CENTER ST B	95206	17