

HOUSING SITES INVENTORY

4

INTRODUCTION

California law (Government Code Section 65583 (a)(3)) requires that the Housing Element contain an inventory of land suitable for residential development, including vacant sites that can be developed for housing within the planning period and nonvacant (i.e., underutilized) sites with potential for redevelopment. State law also requires an analysis of the relationship of zoning, potential environmental hazards, and infrastructure available to these sites.

REGIONAL HOUSING NEEDS ALLOCATION

The Regional Housing Needs Allocation (RHNA) is the State of California–required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into the following three steps.

1. Regional Determination. The California Department of Housing and Community Development (HCD) provides each region with a regional determination of housing

need, which includes a total number of units split into four income categories—above moderate, moderate, low, and very low income. The City of Stockton is within the region covered by the San Joaquin Council of Governments (SJCOG). The 6th cycle RHNA for San Joaquin County as a whole is 52,719. This is the total number of units that the jurisdictions of SJCOG must collectively plan to accommodate in the unincorporated county and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Tracy, and Stockton.

2. RHNA Methodology. Councils of Governments (COG), including SJCOG, are responsible for developing a RHNA methodology for allocating the regional determination to each city and county in the COG's region. This methodology must further specific state objectives, including but not limited to promoting infill, equity, and environmental protection; ensuring job-housing balance; and affirmatively furthering fair housing. SJCOG developed a methodology to suballocate the county-level projection to the unincorporated county and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Tracy, and Stockton.

Of the total 52,719 units in the SJCOG region, 12,673 are allocated to the City of Stockton. SJCOG's methodology and unit allocations were approved by HCD in 2022.

3. Housing Element Updates. Each city and county must then adopt a housing element that demonstrates how the jurisdiction can accommodate its assigned RHNA through its zoning. HCD reviews each jurisdiction's housing element for compliance with state law. This Housing Element covers the 6th cycle planning period, which is from December 31, 2023, through December 31, 2031. HCD directs local agencies to calculate the projected housing need for extremely low-income households by applying one of two methodologies to the RHNA for very low-income households: 1)

use available U.S. census data to calculate the percentage/number of very low-income households that qualify as extremely low-income households; or 2), as used herein, presume that 50.0 percent of very low-income households qualify as extremely low-income households. As shown in **Table HE-51**, the City's total RHNA for 2023 to 2031 is 12,673 units. Of these units, the City must plan to accommodate 2,465 units for very low-income households, of which 50.0 percent are assumed to be affordable to extremely low-income households (<30.0 percent of median income), 1,548 units for low-income households, 2,572 units for moderate-income households, and 6,088 units for above moderate-income households.

Table HE-51: Stockton's 2023-2031 RHNA by Income Category

INCOME CATEGORY	RHNA UNITS	RHNA PERCENTAGE
Very Low Income* (<50% of Median Income)	2,465	19.5%
Low Income (50-79% of Median Income)	1,548	12.2%
Moderate Income (80-120% of Median Income)	2,572	20.3%
Above Moderate Income (>120% of Median Income)	6,088	48.0%
Total	12,673	100%

Source: California Department of Housing and Community Development; San Joaquin County Subregion 6th Cycle Regional Housing Needs Allocation, Final Methodology.

*It is assumed that 50 percent of very low-income units will be for extremely low-income households.

AVAILABILITY OF LAND

State housing element law emphasizes the importance of adequate land for housing and requires that each housing element "... identify adequate sites ... to facilitate and encourage the development of a variety of housing types for all income levels..." (California Government Code Section 65583(c)(1)). To allow for an adequate supply of new housing, land must be zoned at a variety of densities to ensure that development is feasible for a wide range of income levels. The identified land must also

have access to appropriate services and infrastructure, such as water, wastewater, and roads.

To demonstrate the City's capacity to meet its RHNA, an adequate sites inventory was conducted. The inventory must identify adequate sites that will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the

development of a variety of housing types for households of all income levels.

The analysis of the relationship of suitable sites to zoning provides a means for determining the realistic number of dwelling units that could actually be constructed on those sites in the current planning period. The analysis also identifies the zoning districts the City believes can accommodate its share of the regional housing needs for all income levels.

The sites in the City's inventory are currently available. These sites will allow for the development of a variety of housing types that will meet the needs of all income groups as per the City's RHNA for the 2023-2031 planning period.

SITES SUITABLY ZONED FOR RESIDENTIAL USES AT APPROPRIATE DENSITIES

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified to accommodate the RHNA at each income level allow appropriate housing types at appropriate densities sufficient to encourage development to meet the needs of all households.

To meet the lower-income RHNA, the law provides two options for preparing the analysis: 1) describe market demand and trends, financial feasibility, and recent development experience; or 2) use default density standards deemed adequate to meet the appropriate zoning test (California Government Code Section 65583.2(c)(3)(B)). The default density designated by HCD for Stockton is 30 units per acre. As demonstrated herein, the City has a surplus of suitably zoned sites to meet its RHNA.

To meet the moderate- and above moderate-income RHNA, AB 725 requires the following:

1. At least 25 percent of the units counted towards the City's moderate-income RHNA are on sites where at least 4 units per acre but not more than 100 units per acre are allowed.
2. At least 25 percent of the units counted towards the City's above moderate-income RHNA are on sites where at least 4 units per acre are allowed.

As shown in **Table A-1** in **Appendix A**, Stockton's land inventory is in compliance with AB 725, because all sites identified to meet the moderate- and above moderate-income RHNA allow more than 4 units per acre and approximately 85 percent of the units counted towards the City's moderate-income RHNA are on sites where fewer than 100 units per acre are allowed.

SITES IDENTIFIED IN PREVIOUS HOUSING ELEMENTS

Pursuant to Government Code Section 65583.2(c), any nonvacant sites identified in the 5th housing element cycle or vacant sites identified in two or more consecutive housing element planning periods shall be provided by-right development when at least 20 percent of the units in the proposed development are affordable to lower-income households. **Table A-1** in **Appendix A** identifies the 83 sites with capacity for the City's lower-income RHNA that were also included in both prior cycles. All sites are vacant.

Per **Program 3, Sites Included in Previous Housing Elements**, the City will update all required Development Code and General Plan provisions to allow projects that have at least 20 percent affordable units (extremely low, very low, or low) without discretionary review or "by

right." Multifamily housing (including projects that are 100 percent residential) is already permitted by right in most of the zones where these sites are (CD, CG, CN and RH). Multifamily as a use is allowed by-right in the CO zone as well, however, a 100 percent multifamily project in the CO zone requires a CUP. The City will ensure it complies with Government Code Section 65583.2(c) for all applicable sites identified in **Table A-1** in **Appendix A**.

REALISTIC CAPACITY

For the pipeline projects summarized in **Tables HE-52** and **HE-53**, the realistic capacity is based on the project design as approved by the City of Stockton or as submitted by the applicant. (See **Table A-2** in **Appendix A** for parcel-level data on the pipeline project sites.) Development capacity for vacant and underutilized sites listed in **Table HE-52** is based on allowed density and historical residential and mixed-use development trends in the city, as described herein. (See **Table A-1** in **Appendix A** for parcel-level data on the vacant and underutilized sites.)

- For the sites in the RH, RL, RL and RM zones, the assumed realistic capacity is 80 percent of the maximum allowed units. This assumption is supported by recent project trends on sites with this type of zoning averaging 88 percent of maximum allowed density or units per acre. Eighty percent is a slightly more conservative assumption.
- For the sites in the CD, CG, CN, and CO zones, the assumed realistic capacity is 50 percent of the maximum allowed units. This assumption is supported by recent project trends on sites with this type of zoning averaging 58 percent of maximum allowed density or units per acre. Fifty percent is a slightly more conservative assumption. Projects that are 100 percent residential are permitted in these zones, but the assumed realistic capacity accounts

for the potential for a mixture of commercial and residential uses. As shown in **Table HE-52**, several all residential developments have been built recently in commercial districts.

These assumed realistic capacities are feasible given current development standards and on-site improvement requirements (e.g., setbacks, building height, parking, density requirements, land use controls, water and wastewater access, and open space requirements)

REPRESENTATIVE PROJECTS

As shown in **Table HE-52**, several recent projects support the viability of the sites in the inventory and the assumed realistic capacities.

Table HE-52: Representative Projects

PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	ACREAGE	UNITS	MAXIMUM ALLOWED DENSITY	DENSITY (UNITS PER ACRE)	PERCENT OF ALLOWED DENSITY	NOTES
Anchor Village	133 E Oak St 601 N Hunter St	139-060-43	Commercial	CD	0.69	50	87	72.5	83%	Built in 2018.
Cal Weber 40 Apartments	512 E Weber Ave.	149-170-31 149-170-32 149-170-33	Commercial	CD	0.76	40	87	52.6	60%	Built in 2016. Adaptive reuse of existing buildings. Downtown redevelopment. Mixed use with ground-floor commercial; 39 units affordable to low- and very low - income families and one unit for the on-site manager. LIHTC, City, HOME, HACSJ funding, HCV-PB.*
Crossway Residences	448 South Center Street	149-062-14	Commercial	CD	1.12	41	90	36.6	41%	Built in 2020 and 2021. Three separate buildings with a total of 41 units. Affordable supportive housing for SJC Behavioral Health. Redevelopment of HACSJ's former administrative offices. HACSJ funding through the Mental Health Services Act, HCV-PB.*
Eight Mile House Apartments	2829 Breaker Way	070-670-02	HDR	RH	13.5	384	30	28.4	95%	Under construction.
Grand View Village	228, 240, and 250 N. Hunter Street and 241 N. San Joaquin Street	139-130-28	Commercial	CD	0.79	75	136	94.9	70%	Under construction. Downtown redevelopment. 100 percent affordable. Grocery store and community spaces. LIHTC, City, CDBG and HOME funding.*
Liberty Square Apartments	804 N Hunter St	139-055-01	Admin Prof	CO	1.76	74	90	42.0	n/a – existing building	Under construction. Adaptive reuse of offices. 100 percent affordable to VLI, City, HUD, AHSC funding*.
Medici Artist Lofts	242 N. Sutter St	139-370-01	Commercial	CD	0.33	34	136	103.0	n/a – existing building	Built in 2020. Adaptive reuse of offices. 27 units affordable to low income, 7 market rate. Local artists preference. LIHTC, City, HOME, HACSJ funding, HCV-PB.*
Morada Crossings (Palms at Morada)	4142 E Morada Ln	124-290-28 124-290-30	HDR	RH	10.17	216	30	21.2	71%	Built in 2021.
New Apartments	709 N Center St	137-180-30	HDR	CN	0.81	36	90	44.4	49%	
Sierra Vista Phase I and Phase II	1501 Twelfth Street	169-270-03	MDR	RM	13.4	215	17.4	16.2	93%	Built in 2020. 100 percent affordable. LIHTC, HACSJ funding, HCV-PB.*
Sonora Square (HASJC)	431 S El Dorado St,	14906217	Commercial	CD	0.92	37	90	40.2	45%	Under construction. Permanent supportive housing. 100 percent affordable to low income, Housing Authority LIHTC, NPLH, CDBG. HACSJ funding, HCV-PB.*
Stonebrier Apartments	4770 West Ln	096-140-71	HDR	RH	5.49	156	30	28.4	95%	Built in 2020.
Average Percentage of Maximum Allowed Density – Residentially Zoned Sites	88%									
Average Percentage of Maximum Allowed Density – Non-Residentially Zoned Sites	58%									

Source: City of Stockton, 2023.

* AHSC = Affordable Housing and Sustainable Communities; CDBG = Community Development Block Grant; HACSJ = Housing Authority of the County of San Joaquin; HCV-PB = Housing Choice Voucher, Project Based; LIHTC = Low Income Housing Tax Credit; NPLH = No Place Like Home.

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SUMMARY OF APPROACH TO MEETING RHNA

As shown in **Table HE-53**, the City's approach to meeting its RHNA relies on pipeline projects, vacant sites, and anticipated development of accessory dwelling units (ADU) and junior ADUs (JADU). Using this approach, the City has a surplus of sites available to meet its 2023-2031 RHNA by income category. **Tables A-1** and **A-2** in **Appendix A** provide the characteristics of each site, including zoning, general plan designation, acreage, and realistic capacity for the sites currently zoned for housing. These sites are all likely to be developed with residences during the planning period. Maps of the pipeline projects and vacant sites are provided in

Appendix A. Anticipated ADU/JADU construction could occur in neighborhoods throughout the city. Therefore, it's considered a non-site-specific approach to meeting RHNA and is not mapped.

To ensure that the City has sufficient capacity to accommodate the RHNA throughout the planning period, HCD recommends in its "Housing Element Site Inventory Guidebook" (Government Code Section 65583.2) that the City create a buffer in the sites inventory of 15 to 30 percent more capacity than required, especially for capacity to accommodate the lower-income RHNA. As shown in **Table HE-53**, the city has taken this approach and assumed a 30 percent buffer across all income categories.

Table HE-53: Approach to Meeting 2023-2031 RHNA

INCOME CATEGORY	RHNA	RHNA WITH 30% CUSHION	PIPELINE PROJECTS	VACANT SITES	ANTICIPATED ADUS	TOTAL CAPACITY	SURPLUS OF RHNA	SURPLUS OF RHNA WITH 30% CUSHION
Extremely Low Income	1,232	1,602	131	1,543	-	1,674	442	72
Very Low Income	1,233	1,603	186	1,544	-	1,730	497	127
Low Income	1,548	2,012	77	1,544	108	1,729	181	(283)
Moderate Income	2,572	3,344	353	3,669	54	4,076	1,504	733
Above Moderate Income	6,088	7,914	13,641	124	18	13,783	7,695	5,869
Total	12,673	16,475	14,388	8,424	180	22,993	10,319	6,517

Source: City of Stockton, 2023.

PROGRAMS TO ENCOURAGE AND FACILITATE HOUSING DEVELOPMENT

The City will encourage and facilitate housing development through several actions.

- Program 6. Accessory Dwelling Units:** The City will update its ADU regulations as needed throughout the planning period to address changes to state law and encourage the construction of ADUs through a range of strategies, including providing guidance, educational materials and preapproved ADU plans, proactively advertising the benefits of ADUs, and monitoring the success of this program.

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- **Program 7. Infill Strategy:** The City will promote infill development with a variety of strategies that may include assisting with brownfield remediation, flexible development standards, planning infrastructure improvements, and streamlining the permitting process.
- **Program 8. Infill Site Assembly:** The City will promote infill development by actively working with local property owners and developers to assist in the consolidation and assembly of small infill parcels for residential projects, processing lot mergers ministerially and offering incentives.
- **Program 10. State and Federal Funding:** The City will support housing organizations and affordable housing developers by assisting in applications for funding, drafting letters of support and resolutions, and identifying potential sites for affordable housing.
- **Program 18. Density Bonus:** The City will continue to offer and promote the use of density bonuses.

PIPELINE PROJECTS

The City currently has 17 pipeline projects, for a total of 14,388 units that can be counted toward the City's RHNA. Anticipated units are based on the project design as approved by the City of Stockton or as submitted by the applicant. Of the 17 pipeline projects, 5 are 100 percent affordable. Of the total 14,388 units, 394 are in the lower-income category, 353 are in the moderate-income category, and the remaining 13,641 are in the above moderate-income category. **Table A-2** in **Appendix A** provides parcel-level data on the pipeline project sites. A brief description of each pipeline project is included herein. Maps of the pipeline projects, vacant sites, and underutilized sites are provided in **Appendix A**.

Table HE-54: Pipeline Projects Summary

PIPELINE PROJECTS	TOTAL ACRES	LOWER INCOME CAPACITY	MODERATE INCOME CAPACITY	ABOVE MODERATE INCOME CAPACITY	TOTAL CAPACITY
Calaveras Quarters Motel Conversion	2.14	68	1	0	69
Cannery Park	291.82	0	32	490	522
Crystal Bay	174	0	67	1,276	1,343
Delta Cove	359.52	0	77	1,468	1,545
Elderberry Residential Project	18.8	0	0	42	42
Grand View Village	0.79	75	0	0	75
Harding Apartments	1.02	0	4	18	22
Hunter House New Apartments	0.69	120	0	0	120
La Passeggiata Affordable Housing Project	0.83	94	0	0	94
Mobile Homes on El Dorado	7.06	0	18	104	122
Sanctuary	1,950.46	0	0	5,758	5,758
Sonora Square Apartments	0.92	37	0	0	37
Swain Crossing Apartments	1.58	0	5	31	36
Tra Vigne	318.05	0	0	1,503	1,503
Trinity Parkway Apartments	4.32	0	18	102	120
University Park	103.47	0	0	359	359
Westlake at Spanos Park	24.32	0	131	2,490	2,621
Total	3,259.79	394	353	13,641	14,374

Source: City of Stockton, 2023.

CALAVERAS QUARTERS MOTEL

CONVERSION

The Housing Authority of the County of San Joaquin (HACSJ) will convert an existing 122-unit motel into 68 deed-restricted housing units affordable to lower-income households and one manager's unit affordable to a moderate-income household. The application requests a density bonus of 35 percent per municipal code Section 16.40. As of January 2023, this project was in the site plan review and design review phase. The project will have project-based vouchers and provide permanent housing for those experiencing chronic homelessness, homeless youth, and youth at risk of homelessness. The 2.14-acre parcel on March Lane will have 11 ADA ground-floor units and 7 units designated for the hearing and visually impaired. The newly converted property will also have a community room, laundry facilities, and substantial assigned parking for residents. Partners for this project include Parents by Choice, Aspirant, Lutheran Social Services of Northern California, Mary Magdalene Community Service, STAND, and Children's Home of Stockton. These partners will provide case management, life skills training, behavioral health services, education and employment services, legal assistance, parenting classes, and addiction recovery services for the residents of Calaveras Quarters.

Out of the total projected cost of \$30,220,000, HomeKey Program, Round 2, has provided \$24.9 million, and \$6.5 million has been secured by the City of Stockton American Rescue Plan (ARPA). The City of Stockton is the responsible entity, and the HACSJ would be the recipient. The project site is currently developed with former motel buildings and accompanying parking lot. The land on which the existing structure is located is entirely urbanized, as are the adjacent parcels.

CANNERY PARK

Per the executed Development Agreement, the Cannery Park project will be built on approximately 450 acres of land at the southwest corner of State Route 99 and Eight-Mile Road. Of the original 450 acres, a remaining 291.82 acres are available for residential development. It will include new residential areas, 1,452,508 square feet of light industrial business parkland, and 1,078,763 square feet of commercial land. During the planning period, the City anticipates that 312 new single-family homes and 210 multifamily homes will be constructed. Of the total 522 homes, it is anticipated that 490 will be affordable to above-moderate income households, and 32 will be affordable to moderate-income households.

Recently, Community Facilities District 2005-1 and Community Facilities District CFO 2019-1 were established, and LGJ Homes acquired Cannery Park units 6 through 9, consisting of 387 single-family lots, and recorded final subdivision maps, constructed public improvements, and started single-family home construction and sales. KB Home North Bay LLC acquired Cannery Park units 10 through 12, consisting of 128 single-family lots, and subsequently recorded final subdivision maps, constructed public improvement, and started single-family home construction and sales. Construction of the Holman Road Bridge over Bear Creek was started with an anticipated completion date of spring 2023. There is no remaining barrier to development because the project is in the final stages of development. Future submittals for Cannery residential uses include ministerial design review for the residential units (master plan homes and apartments), improvements plan for the grading, and recordation of the final map. Though apartment complexes are allowed by right and only require ministerial review, should the applicant request condominiums, a subdivision map would need approval prior to the recordation of the new

condominium lots. The applicant has requested to convert most of the Regional Commercial area in the subdivision to over 300 additional single-family homes beyond the original approval. That conversion requires a rezone and new subdivision map and would have to be approved by the Planning Commission and City Council. The applicant anticipates that approval in 2023, with ministerial design review and construction of the additional homes shortly thereafter, depending on the housing market.

CRYSTAL BAY

According to the executed development agreement, the Crystal Bay project will be built on approximately 174 acres of land on the south side of Eight Mile Road, east of Rio Blanco Road, and west of Westlake Drive. A wide variety of park and open space amenities will be included. During the planning period, the City anticipates that 1,343 new homes will be constructed. The Crystal Bay project was originally approved as a part of the development agreement for the Westlake at Spanos West Master Development Plan and is included in the Spanos West Business Park Density Transfer Agreement. Of the 1,343 homes, it is anticipated that 1,276 will be affordable to above-moderate income households, and 67 will be affordable to moderate-income households.

On April 10, 2008, the Stockton Planning Commission approved the Crystal Bay Development Agreement (expires January 10, 2040), Planned Unit Residential Development (PURD) standards, a Vesting Tentative Map of Tract No. 3585, and the environmental impact report for the project area. The PURD standards are the primary regulatory document for the master-planned community and go beyond zoning to regulated use and design. The standards allow a variety of residential and nonresidential uses and permit a wide variety of housing types due to the increased flexibility of

the PURD. This residential flexibility includes multiunit housing (duplex, triplex), courtyards, mobile homes, organizational housing, townhouses, and senior housing. Most residential land uses are medium density (806 units at 8.8 to 17.4 units/acre) and high-density housing (392 units at 17.5 to 29.0 units/acre).

The development of Crystal Bay is planned as an extension of the Westlake subdivision, which is immediately adjacent to the project and currently under development. Accordingly, the extension of infrastructure, services, and roads is a shared effort. The projects entered into a cost-sharing agreement with the objective of phasing the extensions in a cost-effective, orderly, and complete fashion. There are no major barriers left to prohibit construction because any regional impact was addressed during the initial construction of the Westlake project. Future submittals for residential uses include ministerial design review for the residential units (master plan homes and apartments), improvements plan for the grading, and recordation of the final map. While apartment complexes are allowed by right and only require ministerial review, should the applicant request condominiums, a subdivision map would need approval prior to the recordation of the new condominium lots. Construction of Crystal Bay is anticipated to begin before the end of 2025 and be completed within the planning period.

DELTA COVE

Per the executed development agreement, the Delta Cove project is facilitated by a general plan amendment, rezone, a planned development, a vesting tentative map, and an addendum/initial study to a previously certified environmental impact report for a project also known as "Delta Cove." The project will include new residential areas (including single-family detached homes and a condominium project) with parks, open space, and commercial use on three vacant parcels totaling 360 acres. During

the planning period, the City anticipates that 1,545 new homes will be constructed, and it is anticipated that 1,468 will be affordable to above-moderate income households, and 77 will be affordable to moderate-income households.

The project is designed to provide pedestrian connectivity throughout the development, avoid wetlands, provide more park/open space and recreational uses, and provide a healthier living environment utilizing the live, work, play concept. Delta Cove proposes a variety of single-family attached and detached housing options (approximately 1,164 units) as well as multifamily/condominium housing options (approximately 381 units) and Commercial Neighborhood (CN) employment and retail use. The project encourages a mix of housing types and lot sizes by incorporating the traditional single-family home with cluster products, alley-loaded products, small-lot products, mixed-use, and condominium housing types. Lot sizes range from 32 feet x 68 feet (2,000 square feet) to 55 feet x 100 feet (5,500 square feet).

There are no major barriers left to prohibit construction because any regional impact was addressed during the initial construction of the Westlake and Spanos West projects nearby. Future submittals for residential uses include ministerial design review for the residential units (master plan homes and apartments), improvements plan for the grading, and recordation of the final map. While apartment complexes are allowed by right and only require ministerial review, should the applicant request condominiums, a subdivision map would need approval prior to the recordation of the new condominium lots. Construction of Delta Cove is anticipated to begin before the end of 2025 and be completed within the planning period.

ELDERBERRY RESIDENTIAL PROJECT

Per the provisions of the planned development permit, the Elderberry Residential project will consist of 42 single-family dwellings for a senior housing project. As of January 2023, this project was in the process of applying for a tentative subdivision map, planned development permit, and design review to subdivide the 17.32-acre site into 43 parcels to facilitate the development. Forty-two parcels will be constructed with single-family homes on the south side of Villa Point before the end of the planning period. The forty-third parcel on the north side of Villa Point will be reserved for future multifamily development.

The project includes roadway improvements, landscaping, open space, common areas, and at least one amenity (e.g., recreational facility, parks and play fields, tot lots). Future submittals for residential uses include ministerial design review for the residential units (master plan homes), improvements plan for the grading, and recordation of the final map. While the 42 units are intended to be market rate, the applicant could request a ministerial affordable housing agreement with the City to convert some of the units in the future to help secure funding.

GRAND VIEW VILLAGE

The Grand View Terrace mixed-use project consists of 75 multifamily deed-restricted affordable housing units and approximately 16,893 square feet of ground-floor nonresidential uses in a four-story building. Units will be one-, two- and three-bedroom units for lower-income families. As of February 2023, demolition and site preparation work had begun.

The ground floor will include commercial spaces, offices, a community center, a Head Start, and a grocery store. Grand View Village will be a transit-oriented development, focusing on connecting the residents and surrounding

community with employment providers, schools, the downtown regional transit center, and the Robert Cabral train station through enhanced services, new bicycle paths, and improved sidewalks. Residents will be offered free bus passes for three years.

The nonprofit developer, Visionary Home Builders of California, secured \$37 million in funding from the state and the city of Stockton. No other permits or approvals are needed from the City.

HARDING APARTMENTS

This office conversion into apartments project will convert an office into multifamily housing (22 units) with exterior building revisions of the existing single-story building. As of January 2023, this project was in the process of design and site plan review. The project includes 4 studios, 16 one-bedroom, and 2 two-bedroom units with a small space for a shared office and gym. Future submittals for residential uses include improvements plan for the grading and building permits for unit construction. No other approvals are needed from the City. Due to their size, it is anticipated that the four studios would be affordable to moderate-income households. The remaining 18 units are anticipated to be affordable to above-moderate-income households. The applicant could request a ministerial affordable housing agreement with the City to convert some of the market-rate units to affordable in the future to help secure funding.

HUNTER HOUSE NEW APARTMENTS

The Hunter House New Apartments project consists of a new four-story, 120-unit apartment complex with a mix of one- and two-bedroom apartments, an underground garage, and 2920 square feet of nonresidential uses on the ground floor. There will be a community room, two elevators, two laundry rooms, and a workout and fitness area for tenants. The units will be restricted to households at the following income

levels: 1) 72 units earning less than 30 percent average median income (AMI) (extremely low income); and 2) 48 units earning less than 50 percent AMI (very low income). The project will serve special needs populations such as the disabled, seniors, veterans, the mentally ill, and other people with special needs.

With assistance from SJCOG, Service First of Northern California received a \$27 million Affordable Housing and Sustainable Communities (AHSC) grant to complete a funding package to build the project. The AHSC grant will help cover construction, programming, and transportation improvements (including a new railcar for the Altamont Corridor Express). The AHSC grant will cover street lighting, trees, drought-tolerant landscaping as well as street, sidewalk, and curb improvements, including bike lanes. The location is close to Downtown Stockton, the transit center, numerous civic institutions, commercial uses, and social services. As of January 2023, this project was in the design and site plan review phase. This will be the fifth affordable housing site that Service First will offer, after Winslow Village Apartments, Paulette's Manor, Coventry Apartments, and Zettie's Haven. The site is currently vacant. Only building permits are needed from the City before construction can begin.

LA PASSEGGIATA AFFORDABLE HOUSING PROJECT

The project consists of 94 deed-restricted affordable units for households at the following income levels: 1) 78 units earning less than 50 percent AMI (very low income); and 2) 16 units earning less than 80 percent AMI (low income). Valley Home Builders, with Pearl Homes, will construct two buildings, connected by a bridge, that will serve as affordable housing for seniors and families in downtown Stockton. The buildings will have solar power, energy-efficient electrical appliances, smart home artificial intelligence, and rooftop gardens.

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The project will be built on a surplus property controlled by the State Controller's Office that was identified as one of the first excess properties to be offered for development of affordable housing. The project will be the first modular multifamily development in Stockton. Visionary Home Builders was selected as the developer. The property is in the City's Miner Avenue Complete Street Project, a rehabilitation and beautification project. The project was awarded \$18.5 million in Multifamily Housing Program funding. As of January 2023, project representatives were applying for an Infill Infrastructure Grant and Department of Toxic Substances Control funding to address site contamination. As of February 2023, project representatives were determining whether approvals and permits will be issued by the State or the City. The City is responsible for permits pertaining to utility connections, off-site improvements, and collection of required service and impact fees.

MOBILE HOMES ON EL DORADO

The Mobile Home project consists of a new, 122-unit mobile home complex with 183 parking spaces, drive aisles, landscaping, and lighting. As of January 2023, this project was in the administrative use permit phase. Of the 122 homes, it is anticipated that 104 will be affordable to above-moderate income households, and 18 will be affordable to moderate-income households.

The privately funded project is approved to proceed in obtaining construction permits; however, new mobile home parks are regulated at the State level under the California Mobile Home Act, which designates HCD as the review and approval authority for matters where the City does not have jurisdiction. Accordingly, HCD has primary jurisdiction over mobile-home park building permit applications.

The applicant is responsible for requesting City building permits for frontage (road) improvements and utility connections as well as the payment of all construction and service-related fees; however, an independent application, construction plans, and maintenance plan would need to be submitted to HCD as the responsible agency. No other approvals are needed through the City. Estimated plans and sales/lease information has not been provided to the State for their review. The City anticipates that the project will be completed during the planning period.

SANCTUARY

Per the executed development agreement, the Sanctuary project will include new 5,758 homes, 483,984 square feet of offices, 208,272 square feet of retail, and approximately 100 hotel rooms as well as three lakes, a marina, a private river club, religious facilities, four schools, orchards, vineyards, a small winery, and extensive recreational open space. The entire Sanctuary property, which extends into the surrounding sloughs, totals 1,967 acres; however, the total land area is about 1,839 acres, including the adjacent levee, and only 1,728 acres of the total land are considered developable; the remaining 111 acres consist of the Levee Walk. Project construction will include improvements to the existing levees. During the planning period, the City anticipates that 5,758 new homes will be constructed. All 5,758 are counted toward the City's above-moderate RHNA.

Although a village in itself, the Sanctuary consists of four smaller villages, each featuring pedestrian-friendly tree-lined streets, small neighborhood greens, and convenient access to the Sanctuary's other land uses through an interconnected street system, sidewalks, and a public pathway system. These villages, known as the Village Center, the Marina Village, the Great Park Village and the Lake Village are central to the civic, social, and residential heart

of the community. Residential uses will have various densities throughout the site, meeting the needs of a variety of residents. The Sanctuary plan includes traditional market rate, age restricted, gated communities, and mixed-use buildings and will include both for-sale and rental properties. The Sanctuary Master Development Plan includes a wide range of housing types, sizes, and arrangements, including garden apartments, condominiums, or flats (all with the option of being for sale or for rent).

Development of the Sanctuary site will likely consist of four phases expected to be implemented over a number of years according to the housing market. The infrastructure will be developed as required by the City of Stockton. Some infrastructure, such as backbone transportation improvements (bridges, etc.), will need to be complete prior to adjacent development. In order to proceed to a next phase, the prior phase must have completed at least 50 percent or more of the final mapping for that phase, and at least 50 percent or more of the requisite off-site infrastructure shall be either in place or bonded for. The requisite infrastructure for the commercial and industrial land uses shall be built in equal proportions to the residential land uses developed.

The developer's civil engineering firm has prepared lotting studies, circulation exhibits, grading studies, and general civil engineering assessments. Plans are underway for levee design and permitting. Additional levee analysis and improvement are needed prior to off-site infrastructure (utilities, roads) work can begin. Future submittals for residential uses include ministerial design review for the residential units (master plan homes and apartments), improvements plan for the grading, and recordation of the final map. While apartment complexes are allowed by right and only require ministerial review, should the applicant request condominiums, a subdivision map

would need approval before the recordation of the new condominium lots.

SONORA SQUARE APARTMENTS

The Sonora Square Apartments project is a partnership with San Joaquin Behavioral Health Services (SJCBS) and the HACSJ to provide 37 affordable, permanent supportive housing units for individuals who are experiencing homelessness, chronic homelessness, are at risk of chronic homelessness, and who are in need of mental health services. HACSJ and SJCBS were awarded Low-Income Housing Tax Credits, nearly \$2.1 million in noncompetitive No Place Like Home funds, \$4.6 million through the Mental Health Services Act, and \$456,000 in CDBG funds from the City of Stockton. The HACSJ is providing project-based, housing choice voucher rental assistance for all units, and SJCBS will provide supportive services to residents. The 37 one-bedroom units will be 600 square feet each. The ministerial design review of the project was approved. As of February 2023, construction was in process.

SWAIN CROSSING APARTMENTS

The Swain Crossing Apartments project includes four 3-story buildings and a total of 36 apartment units, 63 parking spaces, landscaping, and site improvements. The project is requesting an administrative exception for a reduction in the front-yard setback from 15 feet to a minimum of 12 feet. As of January 2023, this project was in the process of design and site plan review and the administrative exception application.

Future submittals for residential uses include improvements plan for the grading and building permits for unit construction. No other approvals are needed from the City. Of the 36 homes, it is anticipated that 5 will be affordable to above moderate-income households, and 31 will be affordable to moderate-income households. The applicant could request a ministerial affordable housing agreement with the City to

convert some of the market-rate units to affordable in the future to help secure funding.

TRA VIGNE

The Tra Vigne project is facilitated by a general plan amendment, annexation rezoning, and vesting tentative maps for the project's two subset areas of development, Tra Vigne East and Tra Vigne West. Of the 341.17 total acres comprising the approved project, 318.05 acres are available for residential development. The remaining acreage are reserved for detention basins. The project will include new residences, 101,500 square feet of commercial uses, up to 20.36 acres of nontraditional park area, and up to 15.07 acres of traditional park area. Additionally, the project would establish a 14.7-acre K-8 school site to be developed by the Lodi Unified School District. During the planning period, the City anticipates that 1,503 new homes will be constructed in both subdivision maps. On February 17, 2021, annexation was approved and the vesting tentative map became effective. As of February 2023, one map extension has been approved by the Planning Commission, and the project now has an expiration date of February 17, 2024. Two more can be granted per the City's municipal code.

The first stages of development would be in Tra Vigne West along the southwest portion of the project site along West Lane and then generally toward the east and north in up to 12 separate phases. Tra Vigne East is anticipated to be developed following Tra Vigne West, in up to four separate phases. The project applicants have stated to City staff that they will build single-family homes on large and small lots.

All 1,503 dwelling units are counted toward the City's above-moderate RHNA and are expected to be constructed during the planning period.

TRINITY PARKWAY APARTMENTS

The Trinity Parkway Apartments project includes 120 apartment units. As of January 2023, this project was in the process of design and site plan review, administrative determination, exceptions, and land development applications. Of the 120 homes, it is anticipated that 102 will be affordable to above-moderate income households, and 18 will be affordable to moderate income households.

UNIVERSITY PARK

Per the executed development agreement, the University Park project will be a mixed-use development that includes a long-term educational center and a mix of commercial and residential development on approximately 103 acres. Existing historic buildings in the area will be retained. During the planning period, the City anticipates that 359 new homes will be constructed, affordable to above-moderate income households. In 2022, the applicant completed the construction of the 63,000-square-foot, 50-bed Stockton Rehabilitation Hospital, a small middle school, and Stockton Rehab Hospital. There is no remaining barrier for development. Future submittals for residential uses include ministerial design review for the residential units (master plan homes and apartments), improvements plan for the grading, and recordation of the final map. While apartment complexes are allowed by right and only require ministerial review, should the applicant request condominiums, a subdivision map would need approval prior to the recordation of the new condominium lots.

WESTLAKE AT SPANOS PARK

Per the executed development agreement, the Westlake at Spanos Park project is facilitated by a development agreement for the Westlake at Spanos West Master Development Plan. The Westlake at Spanos Park project will be built on approximately 690 acres of land that include the existing Paradise Point Marina (Paradise Marina), which is leased to a third-party operator and will be modernized or updated at a later time in accordance with the Master Development Plan. During the planning period, the City anticipates that 2,621 new detached single-family homes will be constructed.

The Westlake Vesting Tentative Subdivision Map was approved by the City of Stockton Planning Commission on October 14, 2004, and the City of Stockton Community Development Director on January 13, 2005. The Westlake Final Map was approved by the City Council on January 31, 2006. The subdivision agreement was entered into by the City and original owner, as subdivider, on January 31, 2006, and amended in 2006, 2010, and 2014. The original owner and Spanos obtained permits and approvals from governmental or quasi-governmental agencies that also have jurisdiction over the project, including the Army Corps of Engineers and the California Department of Fish and Wildlife. In 2006, following execution of the subdivision agreement, original owner sold a portion of the property, which was subsequently developed. In 2014, the majority of the remaining land within Westlake was transferred from original owner to Stockton Westlake Investment LLC, a California limited liability company. Additional portions of the areas identified on the Westlake Final Map were subsequently developed. Numerous transportation improvements, landscaping and underground utilities, sewer and stormwater infrastructure, a lake and recreation area have been installed, with additional work ongoing as of February 2023. Phasing continues with lots being sold incrementally to developers, developed, and sold to individual homeowners.

Land is reserved for public schools and a fire station.

In some of these areas, grading has commenced and there are imminent plans for adding underground utilities and paving streets. Lennar Homes intends to commence home construction and sales of “Villages A, B and K” in 2023. Construction of Lake 3 is complete, and two 72-inch connection pipes have been installed that will be connected to the lake in Crystal Bay at a future date. Improvement plans for the spine roads in the active adult villages will be submitted to the City in 2023.

There is no remaining barrier for development. Future submittals for residential uses include ministerial design review for the residential units (master plan homes and apartments), improvements plan for the grading, and recordation of the final map. While apartment complexes are allowed by right and only require ministerial review, should the applicant request condominiums, a subdivision map would need approval prior to the recordation of the new condominium lots.

VACANT SITES

The sites inventory contains 617 properties totaling 477.93 acres. As shown in **Table HE-53**, the total capacity of the vacant sites is 8,424 units (lower income: 4,631, moderate income: 3,669, and above moderate income: 124). Anticipated units are based on the realistic capacity assumptions described earlier. **Table A-1** in **Appendix A** provides parcel-level data on the sites. Maps of the pipeline projects and vacant sites are provided in **Appendix A**.

ACCESSORY DWELLING UNIT POTENTIAL

California Government Code Section 65583.1(a) states that a town, city, or county may identify sites for ADUs based on: the number of ADUs developed in the prior housing element planning period, the need for ADUs in the community, the resources or incentives available for their development, and any other relevant factors. Based on recent changes in state law reducing the time to review and approve ADU applications, requiring ADUs that meet requirements to be allowed by right, eliminating discretionary review for most ADUs, and removing other restrictions on ADUs, it is anticipated that the production of ADUs will increase in the 6th-cycle housing element planning period.

The City issued building permits for 4 ADUs in 2018, 4 in 2019, 16 in 2020, 29 in 2021 and 60 in 2022, showing a growth pattern over the last five years. This analysis assumes that the number of ADU applications and permits will average 22.60 ADUs per year, for a total of 180 ADUs during the planning period.

While Stockton is not in the ABAG region, ABAG's 2021 regional analysis of existing ADU rents is a useful starting point for affordability assumptions because there is not the same type of study from the San Joaquin region. The ABAG analysis resulted in affordability assumptions that allocate 30 percent of ADUs to very low-income households, 30 percent to low-income households, 30 percent to moderate-income households, and 10 percent to above-moderate-income households. Next, the following local affordability analysis was considered:

- Based on the 2022 AMI for San Joaquin County:
 - A low-income household of three could afford a monthly rent of \$1,490.

- A low-income household of two could afford a monthly rent of \$1,325.
- A low-income household of one could afford a monthly rent of \$1,159.
- Based on a survey of listings for rentals in Stockton on Zillow.com in October 2022, the average monthly rents were \$1,183 for a studio, \$1,338 for a 1-bedroom, and \$1,615 for a two-bedroom.

A slightly more conservative approach is taken here than in ABAG. Instead of assuming that 30 percent of the ADUs will be affordable to very low-income households and 30 percent will be affordable to low-income households, as shown in **Table HE-54**, Stockton is counting 60 percent of its anticipated ADUs in the low-income category. This is supported by the local affordability analysis above. The remaining 40 percent are allocated as 30 percent to the moderate-income category and 10 to the above moderate-income category, which is identical to ABAG's approach.

As shown in **Table HE-53**, of the 180 ADUs projected to be built, it is estimated that 108 will be for low-income households, 54 will be for moderate-income households, and 18 for above-moderate-income households.

HAZARDS AND OTHER POTENTIAL SITE CONSTRAINTS

The safety element addresses the topic of public health and safety following state requirements in Section 65302(g) of the California Government Code. State law requires that the safety element contain background information and goals and policies to address multiple natural hazards, analyze the vulnerabilities from climate change, contain policies to improve climate change resilience, and assess residential areas with evacuation constraints. The Housing Element sites inventory

was screened for several hazards. The potential presence of these natural hazards is identified herein. The presence of any hazard does not automatically preclude development. Refer to the Safety Element for mitigation measures. Other than those conditions described herein, there are no other known environmental constraints or conditions within the City that could preclude development on identified sites within the planning period, including hazards, airport compatibility and related land use controls, shape, contamination, easements or overlays.

CONTAMINATION

Based on the CalEPA Cortese List Data Resources site, three contaminated sites with open cases are located in Stockton. These sites are not identified in the Housing Element as potential residential development sites, and they do not pose a constraint for the housing sites. Stockton has no sites with cease-and-desist orders or cleanup and abatement orders from the California Water Board. When site remediation is needed, the City coordinates with owners to facilitate remediation and development.

AIRPORT COMPATIBILITY

Aircraft operations (-AIR) overlay district, Stockton Municipal Code Chapter 16.28.030 provides height limits for structures in the vicinity of the Stockton Metropolitan Airport. This zone does not limit development of anticipated units on the sites in the Housing Element sites inventory.

LIQUEFICATION

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. It is loose, water-saturated sediments that lose durability and fail during strong ground shaking. No sites in the inventory are at risk for liquefaction.

LANDSLIDE SUSCEPTIBILITY

Landslides are the movement of a mass of rock, debris, or earth down a slope and are induced by strong earthquakes or heavy rain. The California Geological Survey Map relies on regional estimates of rock strength and steepness of slopes since weak rocks and steep slopes are most likely to generate landslides. The California Geological Survey classifies susceptibility on a scale from 0 to 10, low to high. No sites in the inventory are at risk for landslides.

FIRE HAZARD SEVERITY

The California Department of Forestry and Fire Protection assess fire hazard severity based on fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope). No sites in the inventory are at risk for wildfire.

FLOODING

Flooding is the rising and overflowing of a body of water onto normally dry land. Floodplains are any land area subject to inundation by floodwaters of any source. As described in the City's Safety Element, historically, floods are one of the most frequent natural hazards impacting communities in San Joaquin County, including Stockton and can be very dangerous. As such, the Safety Element describes the range of mitigation measures and responses to flooding risk that the City continues to implement. A majority of the flood risk within Stockton is specifically subject to inundation as a result of heavy rainfall and resulting stream and drainage canal overflows.

The map used to screen the sites for flood hazards is the Best Available Map (BAM) developed by the Department of Water Resources (DWR). It displays potential exposure to flooding for three different storm events: one with storm flows that have a 1- percent chance of being equaled or exceeded in any year (100-year), one with storm flows that have a 0.5-

percent chance of being equaled or exceeded in any year (200-year), and one with storms flows that have a 0.2-percent chance of being equaled or exceeded in any year (500-year).

According to the BAM, no sites were identified to be in a DWR 100-year Flood Zone; however, of the 617 properties in the inventory, the following was identified:

- 63 properties are in a Federal Emergency Management Agency (FEMA) 100-year Flood Zone
- 29 properties are in a U.S. Army Corps of Engineers (USACE) 200-year Flood Zone
- 565 properties are in a FEMA 500-year Flood Zone
- 560 properties are in a California Division of Safety of Dams (DSOD) Dam Inundation Area

See **Table A-1** in **Appendix A** for the affected parcels. Similar conditions have not precluded the development of other similar sites with residential units

ADEQUACY OF PUBLIC FACILITIES AND INFRASTRUCTURE

State law requires local governments to provide a copy of the adopted housing element to all water and sewer providers. In addition, water and sewer providers must grant priority for service allocations to developments that include units affordable to lower-income households. The City of Stockton will comply with SB 1087, as described in **Program 11. Priority Sewer and Water Service for Affordable Housing**.

This section addresses the adequacy of public facilities, services, and infrastructure to accommodate planned residential growth through the end of the Housing Element planning period. The following information regarding the adequacy of public facilities and

infrastructure is based largely on information from the 2020 City of Stockton Municipal Service Review (MSR) and 2040 General Plan Environmental Impact Report (EIR).

WATER

Water systems in the Stockton Metropolitan Area use a combination of treated surface water provided by the Stockton East Water District and pumped groundwater to supply water in the city. Stockton water purveyors include the City of Stockton Municipal Utilities Department, California Water Service Company, and San Joaquin County Maintenance Districts.

Stockton has met and expects to be able to continue to meet annual water demands in the city during differing hydrologic periods with surface water, groundwater, water conservation, and other potential water supplies, such as nonpotable supplies from local communities, raw surface water from local irrigation districts, and water from active groundwater storage projects. The City's 2035 General Plan commits the City to maintaining existing facilities and developing new water treatment and delivery facilities. The General Plan includes policies that ensure and require that adequate water supplies and facilities are located and maintained throughout the urbanized areas of the city to meet future growth. In addition, any costs associated with new facilities and/or upgrades to existing facilities will be offset through the increased revenue and fees generated by future development. The City will review future projects on an individual basis and will require compliance with City requirements (e.g., impact fees) in effect at the time building permits are issued.

SEWER

The City's wastewater collection and treatment facilities consist of the Stockton Regional Wastewater Control Facility (RWCF) and the City of Stockton Wastewater Collection System Facilities. The RWCF provides primary, secondary, and tertiary treatment of municipal wastewater from throughout the city. According to the City's 2020 Municipal Service Review, the RWCF has a permitted dry weather flow capacity of 55 million gallons per day..

The City's sanitary sewer collection system is divided into 10 designated subareas or "systems". Pump stations are located throughout the city and are integral to the wastewater collection system. Most of the pump stations discharge to pressure sewers that convey flow under pressure either directly to the RWCF or to a downstream gravity sewer.

The Stockton Wastewater Control Facility provides primary, secondary, and tertiary treatment of municipal wastewater from throughout the city. The RWCF is north of SR-4 on both sides of the San Joaquin River. The Main Plant located on the east side of the river provides screening, grit removal, raw sewage pumping, primary sedimentation with chemical addition, secondary treatment with aeration basins, secondary clarification, and secondary effluent pumping. The Tertiary Plant includes dual-media tertiary filtration to meet Title 22 requirements, disinfection by chlorination using a chlorine contact channel, and dichlorination before discharging to the San Joaquin River.

The current treatment facilities will remain in service until the tertiary treatment facilities including the outfall structure are relocated to the Main Plant located on the east side of the river. Compliance date with the current NPDES permit is June 1, 2024. Phasing and timing of additional facilities to accommodate additional growth are discussed in the 2022

Capital Improvement and Energy Management Plan.

INFRASTRUCTURE FINANCING

The City of Stockton 2040 General Plan requires new development to pay its fair share of the costs of public facilities and utilities needed to support additional growth. Stockton receives funds for the provision of public services through State sources, development fees, property taxes, and connection and usage fees. The City reviews its fee structures on an annual basis to ensure that they provide adequate funding to cover the provision of City services. The City's standard condition of development requires preparation of a capital improvement program for specific plans and master plans. The City charges public utility fees per dwelling unit for residential uses. Because the City and other service agencies have adequate fee structures and planning processes, described above, to ensure that the fees remain sufficient to cover costs of required services, no financial constraints to service provision have been identified. The City's policy ensures it will continue its efforts to maintain funding of existing and future public facilities and services.

The City has also received funding for capital improvement projects from the Community Development Block Grant (CDBG) program. The City receives subventions from the State of California, such as gas tax revenues, which are used for infrastructure projects, and has also benefited from one-time special allocations from the State for law enforcement and parks capital improvement projects. The City has also been successful in applying for a variety of infrastructure related grants.

The 2020 City of Stockton MSR found the water and sewer capacity adequate to meet current and future demands within the city limits. The City has adequate water and sewer capacity to serve the sites used to meet the City's RHNA. Future development outside the existing city

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limits within the sphere of influence boundary will require the development of new facilities. To adequately meet future demands, new residential developments are required to pay for the major capital improvements to water and sewer infrastructure needed to serve future residents.

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