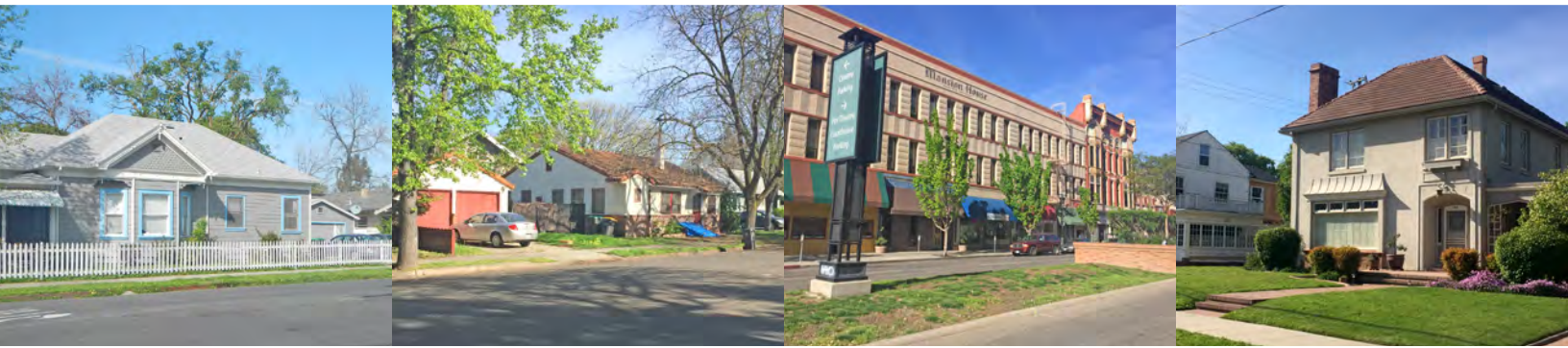


Public Review Draft, April 2023

# City of Stockton 2023-2031 Housing Element



Public Review Draft, April 2023







# City of Stockton 2023-2031 Housing Element

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Public Review Draft, April 2023

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# HOUSING

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This main element is divided into three sections:

- Introduction to the Policy Document
- Goals and Policies
- Implementation Programs and Quantified Objectives

## INTRODUCTION TO THE POLICY DOCUMENT

Under California law, the housing element must include the community's goals, policies, quantified objectives, and housing programs for the maintenance, improvement, and development of housing.

This Housing Element includes nine goal statements. Under each goal statement are policies that amplify the goal statement. Implementation programs are listed after the policies and briefly describe the proposed action, the City departments with primary responsibility for carrying out the program, the funding source, and the time frame for accomplishing the program.

The following definitions describe the nature of the statements of goals, policies, implementation programs, and quantified objectives as they are used in the Housing Element Policy Document:

- **Goal:** Ultimate purpose of an effort stated in a way that is general in nature and immeasurable.
- **Policy:** Specific statement guiding action and implying clear commitment.
- **Implementation Program:** An action, procedure, program, or technique that carries out policy. Implementation programs also specify primary responsibility for carrying out the action and an estimated time frame for its accomplishment. The time frame indicates the fiscal year in which the activity is scheduled to be completed. These time frames are general guidelines and may be adjusted based on City staffing and budgetary considerations.
- **Quantified Objective:** The number of housing units that the City expects to be constructed, conserved, or rehabilitated, or the number of households the City expects will be assisted through Housing Element programs based on available resources and general market conditions during the time frame of the Housing Element. Housing element law recognizes

that in developing housing policies and programs, identified housing needs may exceed available resources and the community's ability to satisfy these needs. The quantified objectives of a housing element, therefore, need not be identical to the identified housing need, but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved, or households assisted over an eight-year time frame.

## GOAL HE-1 AND ASSOCIATED POLICIES

### GOAL HE-1: INCREASE HOUSING PRODUCTION AND ENSURE ADEQUATE LAND FOR ALL HOUSING TYPES AND INCOME LEVELS. INCREASE HOUSING PRODUCTION BY ENSURE THE ADEQUATE SITES FOR HOUSING OF ALL TYPES AND INCOMES, RECOGNIZING THE IMPORTANCE OF A JOBS-TO-HOUSING RATIO THAT ENCOURAGES LIVING AND WORKING IN OUR COMMUNITY.

Policy HE-1.1 Availability of Land: The City shall maintain sufficient designated and zoned vacant and underutilized sites for housing to achieve a mix of single-family and multifamily development that will accommodate anticipated population growth and the housing needs established in the City's regional housing needs allocation (RHNA) of 12,673 units (1,232 extremely low, 1,233 very low, 1,548 low, 2,572 moderate, 6,088 above moderate). In addition to the Housing Capacity sites needed toward RHNA, the Housing Action Plan (HAP) shall explore addition areas that could potentially support housing. This could include underutilized properties, underutilized buildings, and unincorporated areas. This surplus shall be used to maintain the City's Pro-Housing Designation which requires the City to maintain 130-percent surplus over the RHNA requirement. (Programs 1, 2 and 3)

Policy HE-1.2 Avoid Downzoning: The City shall not downzone parcels identified in the Housing Element inventory unless they are replaced concurrently by comparably zoned land elsewhere within the city, or the City makes the determination that there are still adequate sites in the inventory to meet the remaining regional housing needs allocation. (Program 1)

Policy HE-1.3 Parcel Consolidation: The City shall encourage the splitting or consolidation of parcels to facilitate more effective residential development and continue to process these requests ministerially. (Program 8)

Policy HE-1.4 Infrastructure and Public Facilities to Support Residential Development: The City shall take into consideration where housing is planned or likely to be built when preparing plans for capital improvements to expand or improve infrastructure and public facilities that support new residential development and ensure adequate services. (Program 4)

Policy HE-1.5 Higher Residential Densities: The City shall encourage residential densities at the high end of the allowable density range to make more efficient use of land and public facilities and services, and to provide more affordable housing opportunities for all residents. (Program 1)

Policy HE-1.6 Residential Mixed-Use Development: The City shall encourage the development of mixed-use residential-office and residential-retail projects. (Programs 2, 5, and 7)

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Policy HE-1.7 Housing Variety: The City shall encourage and provide opportunities for a variety of housing types that provide market-rate and affordable housing opportunities and promote balanced mixed-income neighborhoods. The Development Code Update shall amend zoning to allow more housing variety and higher densities in various residential and commercial zones. (Program 5)

Policy HE-1.8 Accessory Dwelling Units in New and Existing Developments: The City shall encourage the development of accessory dwelling units within new and existing residential development and single-family neighborhoods. (Program 6)

Policy HE-1.9 Infill Development Targets: In an effort to meet the infill target of 4,400 new units in the Greater Downtown, the City shall promote infill development within the Downtown and Greater Downtown areas through incentives such as less restrictive height limits, less restrictive setback and parking requirements, subsidies, infrastructure improvements, and streamlined permitting process. (Programs 2 and 7)

Policy HE-1.10 Balanced Growth: The City shall ensure that development at the city's outskirts, particularly residential or mixed-use development, does not occur in a manner that is out of balance with infill development. (Program 7)

Policy HE-1.11 Transit Oriented Development: The City shall encourage higher-density residential uses and mixed-use development to locate near main transportation routes to offer an alternative means of transportation to employment centers, schools, shopping, and recreational facilities and to promote walking and biking. Consistent with the General Plan policies, the City will establish Transit Oriented Development overlays as part of the Development Code Update. (Programs 2, 5 and 7)

Policy HE-1.12 Adaptive Reuse: The City shall encourage the adaptive reuse of existing buildings for residential and mixed use. The HAP shall outline potential reuse sites in the downtown area and explore potential partnerships and resources to retrofit chronically vacant buildings for residential and mixed uses. (Program 2)

Policy HE-1.13 Public/Private Partnerships: The City shall strive to establish public-private partnerships for the revitalization of blighted areas. The HAP shall explore these partnership and make recommendations on where these partnership should be achieved to address existing barriers to new housing. (Program 5)

Policy HE-1.14 Pursue State Funding for Infill: The City shall pursue State funding to support infill development in the Downtown and Greater Downtown areas. (Program 7)

Policy HE-1.15 Improve the Downtown Image: The City shall strive to reshape the perception of Downtown Stockton as a livable city center. (Program 2)

Policy HE-1.16 Integrated Affordable Housing: The City shall encourage the integration of sites for affordable housing throughout the residentially designated areas of the city and avoid concentration of low-income housing units. (Programs 5 and 7)

Policy HE-1.17 Mixed Income Housing: The City shall encourage mixed income developments to create more economically diverse neighborhoods. (Programs 5 and 6)

Policy HE-1.18 Facilities and Services: The City shall provide, maintain, and upgrade, as necessary, community facilities and municipal services in support of residential development. (Program 4 and 29)

## GOAL HE-1 IMPLEMENTATION PROGRAMS

**Program 1. Adequate Sites Monitoring and No Net Loss.** As part of the annual progress report on the Housing Element to the state, the City shall update its vacant land inventory, including an updated inventory of potential infill sites (smaller parcels). The City shall make the updated inventory available to the public and development community via the City's website. For any project approval on a Housing Element site for fewer housing units/or at lower densities than assumed in the Housing Element, the City shall determine whether there is still adequate capacity to meet the remaining housing need, consistent with "no net loss" state law.

*Quantified Objectives:* Continue to maintain sufficient sites to address 12,673 units.

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department, Economic Development Department

*Time Frame:* Update inventory annually as part of the Housing Element Annual Progress Report and assess "no net loss" as projects come forward on Housing Element sites.

**Program 2. Downtown Implementation:** The City shall continue to implement measures to enable development of 4,400 residential units in the Greater Downtown Area by 2035, as laid out in the Climate Action Plan and General Plan. This will include strategies and regulations anticipated as part of the Comprehensive Development Code Update currently underway.

*Quantified Objectives:* 4,400 residential units in the Greater Downtown Area by 2040

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department, Economic Development Department

*Time Frame:* Adopt Comprehensive Development Code Update by end of 2023; annually thereafter identify any additional strategies to address the settlement agreement goals.

**Program 3. Sites Included in Previous Housing Elements:** As specified in Appendix A, some vacant parcels have been included in the land inventories of the 5th Round and 4th Round Stockton Housing Elements as suitable to address the City's RHNA allocation. Per Government Code Section 65583.2(c), to continue to include these parcels in that portion of the land inventory for this 6th Round Housing Element, the City will commit to 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" (Government Code Section 65583.2 (i)).

*Quantified Objectives:* 437 residential units on 16 repeat sites that don't already allow residential development by right.

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* Update Development Code and, if needed, Land Use Element by December 31, 2026

**Program 4. Public Facilities Repair and Replacement:** Through implementation of the Consolidated Plan, and upon funding availability, the City shall continue to identify and target low-income neighborhoods for the expansion of existing facilities/infrastructure, replacement of deteriorating facilities, and construction of new facilities/infrastructure to increase quality of life for Stockton residents.

*Quantified Objectives:* 5 public facility/ infrastructure projects

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*Potential Funding:* CDBG

*Who Is Responsible:* Economic Development Department

*Time Frame:* Annually

**Program 5. Housing and Neighborhood Action Plans:** The City is currently preparing a Housing Action Plan (HAP) to provide a guidebook with information to interested developers and property owners about residential opportunities in the city. This plan will include the top priority sites the city has identified as “shovel-ready” for housing development. Selection of the priority sites will be based on financial feasibility analysis and policy goals. The HAP will be marketed and provided to potential developers upon completion. The City is also preparing Neighborhood Action Plans for three neighborhoods - South Airport Way Corridor, Little Manila/Gleason Park, and Cabral/East Cabral. The plans are focusing on eliminating barriers to housing construction and will result in recommended actions and strategies for each of the three Neighborhood Areas. In particular the Neighborhood Action Plans for Cabral Station Area and Little Manila/Gleason Park neighborhoods will serve as a tool to improve conditions and opportunities in these two primarily lower-income areas.

*Quantified Objectives:* 1,000 residential units

*Potential Funding:* LEAP, REAP, General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* Late 2023

**Program 6. Accessory Dwelling Units:** The City will update its ADU regulations as needed throughout the planning period to address changes to state law. The City will encourage the construction of ADUs throughout the city through the following actions, which are aimed at providing an increased supply of affordable units and therefore help reduce displacement risk for low-income households resulting from housing overpayment and facilitate mixed-income neighborhoods:

- Provide guidance and educational materials for building ADUs on the City's website, including permitting procedures and construction resources. The City already has preapproved ADU plans available for use by homeowners. Additionally, the City will present homeowner associations with information about the community and neighborhood benefits of ADUs and inform them that covenants, conditions, and restrictions (CC&Rs) prohibiting ADUs are contrary to State law.
- Proactively advertise the benefits of ADUs by distributing multilingual informational materials in areas of high opportunity and limited rental opportunities to increase mobility for low-income households, by posting flyers in community gathering places and providing to community groups and homeowners' associations at least annually.
- Monitor ADU production and affordability every other year and adjust or expand the focus of the education and outreach efforts. If needed, identify additional sites to accommodate the unmet portion of the lower-income RHNA.
- Apply annually, or as grants are available, for funding to provide incentives for homeowners to construct ADUs.

*Quantified Objectives:* Approve 180 ADUs over the course of the planning period, targeting areas of high opportunity, specifically the following neighborhoods - Brookside/Country Club, Weston Ranch, Eight Mile/Bear Creek, Midtown around the University of the Pacific (between I-5 and “Miracle Mile/Pacific Avenue), western Upper Hammer/Thornton Rd, and eastern Morada/Holman.

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*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* Starting in November 2024, evaluate the consistency of Stockton's ADU regulations with state law and update accordingly. Continue to make ADU materials available; evaluate effectiveness of ADU approvals every other year, starting April 2025; and identify additional site capacity, if needed, by December 2026. Apply annually for funding to support ADU incentives.

**Program 7. Infill Strategy:** The City shall continue to implement the Downtown Infrastructure Infill Incentive Program or explore other financing strategies to facilitate the development of infill projects in the Downtown and Greater Downtown areas. The program identifies actions and incentives to promote infill development, including brownfield remediation. The Housing Action Plan, currently underway, will identify additional recommended strategies. As needed, additional strategies and incentives will be considered and implemented and could include allowing less restrictive development standards; planning infrastructure improvements; and streamlining the permitting process.

*Quantified Objectives:* 100 extremely low income units and 150 other lower income units; funding for 10 brownfield sites minimum

*Potential Funding:* General Fund

*Who Is Responsible:* Economic Development Department, Community Development Department

*Time Frame:* Adopt Housing Action Plan by the end of 2023. Implement Housing Action Plan strategies by 2025. Annually, beginning in 2026, identify any additional strategies needed to address overpayment and reduce displacement risk and implement them within 2 years of identification.

**Program 8. Infill Site Assembly:** The City shall actively work with local property owners and developers to assist in the consolidation and assembly of small infill parcels for residential projects, particularly as related to parcels listed in the sites inventory and parcels with multiple owners. The City shall continue to process lot mergers ministerially and shall offer incentives, such as expedited processing, in addition to the incentives already offered to infill development. The City is updating infill requirements in the Development Code as part of the Comprehensive Development Code Update. The City is also working on mapping potential infill sites that are vacant and ready for development as part of the Housing Action Plan, current underway (see Programs 5 and 15). The City shall also conduct meetings or some other type of outreach to connect owners of properties with potential developers.

*Quantified Objectives:* Facilitate lot consolidation to produce sites for 2,300 moderate and above moderate residential units

*Potential Funding:* General Fund

*Who Is Responsible:* Economic Development Department

*Time Frame:* Ongoing, as projects come forward; establish program to connect property owners and developers by June 2026.



## GOAL HE-2 AND ASSOCIATED POLICIES

**GOAL HE-2: PROVIDE HIGH QUALITY HOUSING FOR ALL INCOME GROUPS. ENCOURAGE AND PROMOTE THE CONSTRUCTION OF AFFORDABLE HOUSING TO MEET CITY'S HOUSING NEEDS AND PROMOTE DEVELOPMENTS THAT CONSERVE ENERGY.**

Policy HE-2.1 Pursue Funding: The City shall pursue federal and State housing assistance programs designed to help meet the needs of extremely low-, very low-, low-, and moderate-income households. (Program 10)

Policy HE-2.2 Networking and Collaboration: The City shall continue to collaborate with public agencies and private and nonprofit entities to access State, federal, and other sources of funding to provide housing to lower- and moderate-income households. (Program 9)

Policy HE-2.3 Affordable Housing Incentives: The City shall explore incentives, bonuses, and flexibility in standards and requirements in the Development Code that could benefit affordable housing development, such as density bonuses, flexible development standards, and deferred payment of fees. (Programs 5, 11 and 18)

Policy HE-2.4 Homeownership Opportunities: The City shall continue to provide opportunities for and reduce barriers to homeownership and promote financial literacy and public awareness of the various means available to become a homeowner. (Program 10)

Policy HE-2.5 Priority Sewer and Water Service for Affordable Housing: The City shall provide priority sewer and water service for developments that include lower income housing units, consistent with State law (Government Code Section 65589.7). (Program 11)

Policy HE-2.6 Energy Conservation and Waste Reduction: The City shall promote energy conservation and waste reduction in residential site planning, design, and construction. (Program 12)

Policy HE-2.7 Energy Conservation and Efficiency in City Regulations: The City shall use its review and regulatory power to enhance and expand residential energy conservation and efficiency. (Programs 12, 13, and 14)

Policy HE-2.8 Green Building Concepts: The City shall require green building concepts and processes in new residential construction and rehabilitation of existing housing consistent with State building standards and local subdivision and zoning standards. (Program 12)

Policy HE-2.9 Energy Conservation and Efficiency Programs: The City shall work with local energy providers to promote weatherization and energy conservation programs and incentives to new and existing residential developments, especially low-income households. (Programs 12, 13, and 14)

Policy HE-2.10 Green-Up Stockton: The City shall encourage voluntary residential energy efficiency assessments and retrofits for existing dwelling units. (Program 13)

## GOAL HE-2 IMPLEMENTATION PROGRAMS

**Program 9. Coordination with the Housing Authority of San Joaquin County:** The City shall continue to work closely with the Housing Authority of San Joaquin County in providing assisted housing through the Housing Voucher Program (Section 8), and in providing housing and supportive services to special needs households and individuals. In addition, working with the Housing Authority, implement a Housing Choice Voucher education program to share information about the program and available incentives with rental property owners and managers as well as training on avoiding discriminatory practices based on income or other protected classes. Distribute this information at least annually to property owners and managers across the city, though with an emphasis on higher (moderate, high, and highest) resource areas where there are no public housing opportunities available, a disproportionately low rate of voucher usage, and high performing schools.

*Quantified Objectives:* Provide vouchers to 3,800 households in Stockton and assist these lower income households in accessing rental opportunities with Housing Choice Vouchers to facilitate housing mobility.

*Potential Funding:* General Fund

*Who Is Responsible:* Economic Development Department, Housing Authority of San Joaquin County

*Time Frame:* Ongoing; establish education program by the end of 2024 and distribute information. Then distribute information at least annually through the end of the planning period.

**Program 10. State and Federal Funding:** The City shall continue to apply annually for federal entitlement funds under the CDBG, HOME and ESG Programs, and shall pursue additional State and federal funding that becomes available during the planning period. The City shall continue to administer its Down Payment Assistance Program for low-income first-time homebuyers using a variety of funding sources, including CDBG and HOME funds. The program will be targeted to those buying in higher opportunity areas. The City shall 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. The City shall also discuss the possibility of requiring affordable units as part of development agreements when initiating discussions with applicants.

*Quantified Objectives:* Fund 200 extremely low-, 400 very low-, 450 low-income units; Provide down payment assistance to 75 low-income households, particularly in high opportunity areas.

*Potential Funding:* General Fund; CDBG, HOME, HELP, and CalHome

*Who Is Responsible:* Economic Development Department

*Time Frame:* Review funding opportunities annually; down payment assistance program is ongoing

**Program 11. Priority Sewer and Water Service for Affordable Housing:** The City shall include language in the development code to provide priority sewer and water service for developments that include lower income housing units, consistent with State law (Government Code Section 65589.7).

*Quantified Objectives:* N/A

*Potential Funding:* General Fund

*Who Is Responsible:* City Council, Municipal Utilities Department, Community Development Department

*Time Frame:* Include in Development Code as part of Comprehensive Update by December 31, 2023

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**Program 12. Property Assessed Clean Energy (PACE) Program.** The City shall continue to provide programs for property owners to finance the purchase and installation of infrastructure improvements to their properties with no up-front costs for: renewable energy, energy- and water-efficiency improvements, water conservation upgrades, and/or electric vehicle charging.

*Quantified Objectives:* Connect 60 eligible Stockton residents with energy- and cost-saving programs to reduce overpayment on housing costs.

*Potential Funding:* Property Assessed Clean Energy (PACE) financing

*Who Is Responsible:* Economic Development Department

*Time Frame:* Ongoing

**Program 13. Green-Up Stockton:** The City shall continue to encourage voluntary energy assessments for housing units built prior to November 1, 2002. The City shall continue to work with community services agencies and PG&E and other funding sources to identify funding and incentivize residential energy efficiency projects.

*Quantified Objectives:* Connect 60 eligible Stockton residents with energy- and cost-saving programs to reduce overpayment on housing costs.

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* Ongoing

**Program 14. Weatherization Activities:** The City shall advertise local weatherization programs by posting information on the City website and distributing fliers and brochures, and shall refer elderly homeowners, low-income households within certain income limits, and the general public to agencies offering weatherization programs.

*Quantified Objectives:* 200 units weatherized

*Potential Funding:* Home Energy Assistance Program HEAP

*Who Is Responsible:* Economic Development Department

*Time Frame:* Ongoing

## GOAL HE-3 AND ASSOCIATED POLICIES

**GOAL HE-3: REMOVE GOVERNMENTAL CONSTRAINTS. ADDRESS AND, WHERE FEASIBLE, REMOVE GOVERNMENTAL CONSTRAINTS TO THE DEVELOPMENT, IMPROVEMENT, AND MAINTENANCE OF STOCKTON'S HOUSING STOCK, AND ENCOURAGE HIGHER-DENSITY DEVELOPMENT.**

Policy HE-3.1 Mitigate Governmental Constraints: The City shall strive to mitigate local governmental constraints to the development, improvement, and maintenance of housing. (Programs 15, 16, and 17)

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Policy HE-3.2 Streamlined Permitting: The City shall continue to streamline the local permit review and approval processes for affordable and infill housing projects. (Programs 15, 17 and 18)

Policy HE-3.3 Application and Development Fees: The City shall strive to ensure that application and development fees do not unnecessarily constrain production of new infill and multifamily housing. (Program 16)

Policy HE-3.4 Defer Fees for Affordable Housing: The City shall continue waiving and deferring eligible fees to help offset development costs for affordable housing. (Program 16)

Policy HE-3.5 Creativity and Flexibility: The City shall allow for flexibility in the application of development standards to encourage creative and innovative housing solutions. (Program 18)

## GOAL HE-3 IMPLEMENTATION PROGRAMS

**Program 15. Development Code Revisions:** As part of the Comprehensive Development Code Update, the City shall complete the following changes to the Development Code:

- Amend the Development Code to allow care homes for six persons or fewer in the RE zone to fully comply with State law, which requires group homes for six or fewer to be treated as a single family home.
- Amend the Development Code to allow care homes for more than six persons without a use permit, to comply with State law.
- State explicitly in the Development Code that 100 percent residential projects are allowed in CD, CN, and CG districts as is currently allowed in practice.
- Update Use Permit findings (used for review of residential uses) to be objective.
- Update Design Review findings to be objective.
- Update Design Review Guidelines (subjective) to Standards (objective).
- Amend Development Code to allow employee housing for six persons or less in the same way residential structures are allowed in zones allowing residential uses.
- Amend Development Code to update standards for emergency shelters, including parking, minimum distance, and any other updates needed for consistency with current State law.
- Include a State-compliant definition of family in the Development Code.
- Amend the Development Code to encourage future transitions in disadvantaged communities via new commercial/industrial zones that would remove heavy industrial uses from many of the South Stockton areas.
- Evaluate the possibility of implementing SB 10 in appropriate areas of the city.

*Quantified Objectives:* N/A

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* December 31, 2023

**Program 16. Fiscally Positive Impact Fees:** The City's adopted impact fees on new development or other ongoing funding mechanisms (e.g., community facilities districts) are fiscally positive to the City. The City shall continue to consider the impacts on the cost, supply, and affordability of housing and ensure that fees do not unduly constrain housing development by continuing to monitor the Residential Development

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Public Facilities Fees (PFFs) Exemption Program, Citywide Affordable Housing Development Public Facilities Fees Exemption Program, Greater Downtown Stockton Residential Development Public Facilities Fees Exemption Program, and Stockton Economic Stimulus Plan (SESP) fee reduction components to ensure they are addressing potential constraints. The City is considering modifying the SESP program to only address multi-family projects.

*Quantified Objectives:* Provide exemptions and reductions to 200 housing units to reduce overpayment for housing costs and reduce displacement risk.

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department, Public Works Department, Administrative Services Department

*Time Frame:* Annually, evaluate exemptions provided and determine whether all constraints to housing development associated with impact fees or other funding mechanisms are sufficiently addressed. If it is found that they are not being addressed, modifications will be made to one or more exemption programs within one year. This will occur after each annual review until the end of the planning period.

**Program 17. Streamline Approvals for Affordable Housing Projects:** The City will develop a preliminary application form and procedure or will formally adopt the Preliminary Application Form developed by the California Department of Housing and Community Development (HCD), pursuant to SB 330. The City will also establish a written policy and/or procedure, and other guidance as appropriate, to specify the SB 35 streamlining approval process and standards for eligible projects under Government Code Section 65913.4. The applications will be available on the City's website for developers interested in pursuing the streamlined process or vesting rights.

*Quantified Objectives:* N/A

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* Develop or adopt HCD's SB 330 preliminary application form by December 2024. Develop an SB 35 streamlined approval process by June 2025 and implement as applications are received.

**Program 18. Density Bonus:** The City will continue to allow density bonuses that exceed State requirements and periodically amend its Development Code to comply with changes in California's density bonus law (Government Code Section 65915 et seq., as revised) and will promote the use of density bonuses for lower-income units by providing information through a brochure in City buildings and on the City's website.

*Quantified Objectives:* Facilitate the construction of 1,000 lower-income units to increase mobility opportunities; encourage density bonus units in high-resource areas.

*Potential Funding:* General Fund and grant funding

*Who Is Responsible:* Community Development Department

*Time Frame:* Complete as part of Comprehensive Development Code Update by December 31, 2023; annually review Development Code and revise as needed; produce brochures and make information available on the City's website by December 2024.

## GOAL HE-4 AND ASSOCIATED POLICIES

### GOAL HE-4: PRESERVE EXISTING HOUSING. CONSERVE AND ENHANCE EXISTING HOUSING IN STOCKTON'S NEIGHBORHOODS.

Policy HE-4.1 Preserve Existing Affordable Housing: The City shall seek to preserve existing affordable rental housing, such as subsidized apartments for lower-income households, mobile homes in mobile home parks, and low-cost private rental housing. (Program 19 and 22)

Policy HE-4.2 Housing Maintenance and Rehabilitation: The City shall encourage maintenance, repair, and rehabilitation of existing owner-occupied, rental, and affordable housing to prevent deterioration of housing and ensure that housing is safe and sanitary. (Program 20)

Policy HE-4.3 Housing Unit Replacement: The City shall promote the removal and replacement of dilapidated housing units in compliance with State law regarding replacement of existing affordable housing. (Program 21 and 22)

Policy HE-4.4 Property Management: The City shall encourage good property management practices in rental properties through regulatory agreements, informational items, code enforcement staffing, the Crime Free Multi-family Housing program, and the City's rental inspection ordinance. (Program 21)

## GOAL HE-4 IMPLEMENTATION PROGRAMS

**Program 19. Preserve At-Risk Units:** Pursuant to Assembly Bill (AB) 1521, the City will monitor the list of all dwellings in Stockton that are subsidized by government funding or low-income housing developed through local regulations or incentives. The list will include, at a minimum, the number of units, the type of government program, and the date on which the units are at risk to convert to market-rate dwellings. There have been 392 units (see Analysis of At-Risk Housing section in Regional Housing Needs Assessment) identified as at risk of converting to market rate within 10 years of the beginning of the 6th cycle Housing Element planning period. The list will include, at a minimum, the project address; number of deed-restricted units, including affordability levels; associated government program; date of completion/occupancy; and the date on which the units are at risk to convert to market rate. The City will work to reduce the potential conversion of any units to market rate to reduce the potential for displacement and placement of additional constraints on the existing affordable housing stock through the following actions:

- Monitor the status of affordable projects, rental projects, and manufactured homes in Stockton. Should the property owners indicate the desire to convert properties, consider providing technical and financial assistance, when possible, to incentivize long-term affordability.
- If conversion of units is likely, work with local service providers as appropriate to seek funding to subsidize the at-risk units in a way that mirrors the HUD Housing Choice Voucher (Section 8) program. Funding sources may include state or local funding sources to reduce potential for displacement of residents.

Pursuant to State law (Government Code Sections 65853.10, 65863.11, and 65863.13), owners of deed-restricted affordable projects are required to provide notice of restrictions that are expiring to all prospective tenants, existing tenants, and the City within 3 years, 12 months, and 6 months before the scheduled expiration of rental restrictions. In addition, the City or owner will provide notice to HUD, HCD,

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and the local legal aid organization. Owners shall also refer tenants of at-risk units to educational resources regarding tenant rights and conversion procedures and information regarding Section 8 rent subsidies and any other affordable housing opportunities in the city. In addition, notice shall be required prior to conversion of any units to market rate for any additional deed-restricted lower-income units that were constructed with the aid of government funding, that were required by inclusionary zoning requirements, that were part of a project granted a density bonus, or that were part of a project that received other incentives.

If a development is offered for sale, HCD must certify persons or entities that are eligible to purchase the development and to receive notice of the pending sale. Placement on the eligibility list will be based on experience with affordable housing.

When necessary, the City shall continue to work with property owners of deed-restricted affordable units who need to sell within 55 years of the unit's initial sale. When the seller is unable to sell to an eligible buyer within a specified time period, equity-sharing provisions are established (pursuant to the affordable housing agreement for the property), whereby the difference between the affordable and market values is paid to the City to eliminate any incentive to sell the converted unit at market rate. Funds generated would then be used to develop additional affordable housing in the city. The City shall continue tracking all residential projects that include affordable housing to ensure that the affordability is maintained for at least 55 years for owner-occupied units and 55 years for rental units, and that any sale or change of ownership of these affordable units prior to satisfying the 45- or 55-year restriction shall be "rolled over" for another 45 or 55 years to protect "at-risk" units.

*Quantified Objectives:* Continue to monitor the 392 assisted units, and if any become at risk, work with property owners to develop a strategy to provide assistance to maintain or replace 392 at-risk units as affordable to reduce potential for displacement of tenants and loss of affordable housing stock in the city.

*Potential Funding:* HOME, CDBG, CalHOME

*Who Is Responsible:* Economic Development Department

*Time Frame:* Ongoing communication with owners, service providers, and eligible potential purchasers; work with owners of deed-restricted units on an ongoing basis, in particular at the time of change of ownership.

**Program 20. Housing Rehabilitation Programs:** The City shall continue to administer its owner-occupied loan program and emergency repair program using a variety of funding sources, including CDBG and HOME funds. The City will improve communication regarding rehabilitation assistance programs currently available for lower-income households, including to eligible owners of mobile homes, and rental property owners to alleviate substandard conditions. The City is currently conducting a study that included a windshield survey of the former redevelopment areas and opportunity zones to identify parcels/properties with physical signs of deterioration, vacant properties, and potential environmentally contaminated sites. The results of the study and survey will inform priorities for rehabilitation during the planning period.

*Quantified Objectives:* Assist 300 lower-income units to address potential displacement, especially in areas of the city with the poorest housing conditions.

*Potential Funding:* HOME, CDBG, CalHOME

*Who Is Responsible:* Economic Development Department

*Time Frame:* Complete study and survey in 2023. Rehabilitation program is ongoing.

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**Program 21. Code Enforcement Program:** The City shall continue to inspect housing units in targeted areas to check for building code violations. In situations where properties cannot be rehabilitated, the City will continue to enforce the removal and replacement of substandard units.

*Quantified Objectives:* Inspect 2,000 units annually

*Potential Funding:* CDBG

*Who Is Responsible:* Police Department: Neighborhood Services Division

*Time Frame:* Ongoing

**Program 22. Replacement of Existing Affordable Units:** In accordance with California Government Code Section 65583.2(g), the City will require replacement housing units subject to the requirements of California Government Code Section 65915(c)(3) on sites identified in the sites inventory when any new development that removes existing residential units (residential, mixed-use, or nonresidential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to:

- Nonvacant sites
- Vacant sites with previous residential uses that have been vacated or demolished.

*Quantified Objectives:* N/A

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* Ongoing

## GOAL HE-5 AND ASSOCIATED POLICIES

### GOAL HE-5: PROVIDE EQUITABLE HOUSING AND SUPPORTIVE SERVICES.

PROVIDE A RANGE OF HOUSING OPPORTUNITIES AND SERVICES FOR HOUSEHOLDS WITH SPECIAL NEEDS, PROMOTE HOUSING OPPORTUNITIES FOR ALL RESIDENTS, AND SUPPORT THE ELIMINATION OF DISCRIMINATION IN HOUSING.

Policy HE-5.1 Special Needs Accommodation: The City shall seek to accommodate housing and shelter for residents with special needs through appropriate zoning standards and permit processes. (Programs 23, 24, 25, 26, and 27)

Policy HE-5.2 Homeless Needs: The City shall strive to address the shelter needs of its homeless residents, and continue to support the provision of facilities and services to meet the needs of homeless individuals and families. (Program 23)



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Policy HE-5.3 Temporary Housing: The City shall support temporary housing for individuals with special needs (e.g., seniors who have experienced abuse or neglect, individuals who may be at physical or psychological risk, mentally ill homeless individuals, those with HIV/AIDS or other debilitating illnesses) in board and care homes and respite centers. (Program 23)

Policy HE-5.4 Large Households: The City shall encourage the development of single-family and multifamily housing affordable to large households. (Program 28)

Policy HE-5.5 Households with Language Barriers: The City shall make information available on housing opportunities and programs to residents who are primarily non-English speaking. (Program 28)

Policy HE-5.6 Housing for Persons with Disabilities: The City shall encourage the development of housing accessible to people with disabilities, including developmental disabilities. (Programs 24, 25, and 27)

Policy HE-5.7 Reasonable Accommodation: The City shall ensure equal access to housing by providing reasonable accommodation for individuals with disabilities. (Program 27)

Policy HE-5.8 Farmworkers: The City shall work with San Joaquin County in efforts to increase the availability of safe, sound, and affordable housing for farmworkers. (Program 26)

Policy HE-5.9 Prohibit Discrimination: The City shall support the strict observance and enforcement of anti-discrimination laws and practices including prohibiting discrimination in the sale or rental of housing with regard to race, color, national origin, ancestry, religion, disability, source of income, gender/gender identity, sexual orientation, marital status, and familial status. (Programs 28 and 30)

Policy HE-5.10 Affirmatively Further Fair Housing: The City shall affirmatively further fair housing consistent with State and federal law through implementation of programs in this Housing Element and in all other City practices. (Program 28 and 29)

## GOAL HE-5 IMPLEMENTATION PROGRAMS

**Program 23. Continue to Support Organizations Assisting Homeless Persons:** The City shall annually apply for and continue to pursue State and federal funds available to the City, private donations, and volunteer assistance to support homeless shelters. The City shall continue to provide financial assistance from its Emergency Solutions Grant (ESG) funding to homeless service providers and continue to support additional development of shelter facilities as requested by shelter providers. In addition, the City shall review the need for additional shelter facilities and services when it updates its Consolidated Plan.

*Quantified Objectives:* Annually, assist up to 2,000 unduplicated homeless persons; and 1,000 households at-risk of homelessness with limited-term rental assistance or utility payments. As part of this, increase the number of board and care or other types of residential or transitional care facilities for vulnerable populations by 300-500 beds.

*Potential Funding:* ESG, CDBG

*Who Is Responsible:* Economic Development Department

*Time Frame:* Apply for funding annually

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**Program 24. Continue to Assist the Disabled in Community Development Block Grant Project Areas:** The City shall continue to include special provisions for housing the disabled in CDBG project areas, including mobility grants for homes (e.g., Emergency Repair Program) and accessibility features.

*Quantified Objectives:* Provide mobility assistance home-repair grants for 120 low-income individuals and households in Stockton, including rental units for owners of 4 or fewer rental units.

*Potential Funding:* CDBG

*Who Is Responsible:* Economic Development Department, Public Works Department

*Time Frame:* Annually, contingent upon CDBG funding

**Program 25. Universal Design:** Update the City's standards in the Development Code to encourage universal design features in new homes and accessory dwelling units and improve access to housing for senior residents and other residents with disabilities.

*Quantified Objectives:* 100 housing units with universal design features to facilitate accessibility for persons with disabilities and seniors; encouraging at least 5 of these units to be located near transit stations and services.

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department

*Time Frame:* Make updates as part of the Comprehensive Development Code update by December 31, 2023

**Program 26. Assist Farm Workers:** The City shall continue to provide ongoing assistance to farm laborers by working with the San Joaquin Housing Authority, San Joaquin County, agricultural employers, farm labor housing advocates, and the development community to develop affordable, decent housing, including rental housing, for farm workers. The City will update how employee housing (including housing for agricultural workers) is allowed in the Development Code in Program 12.

*Quantified Objectives:* Assist other organizations in developing at least 500 units of housing for farmworkers in Stockton or in the county during the planning period.

*Potential Funding:* CDBG, HOME, CalHOME

*Who Is Responsible:* Economic Development Department

*Time Frame:* Meet twice per year to explore opportunities for farmworker housing

**Program 27. Addressing the Needs of Those with Disabilities:** The City shall continue to work with the Valley Mountain Regional Center to implement an outreach program that informs families in the city about housing and services available for persons with developmental disabilities. The program includes informational brochures, and information is available on the City's website. For compliance with State law, the City will revise or delete the following two findings for granting a reasonable accommodation:

- Whether the requested reasonable accommodation adequately considers the physical attributes of the property and structures.
- Whether alternative reasonable accommodations could provide an equivalent level of benefit.

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The City shall also prepare public information brochures and website information on reasonable accommodations for disabled persons and translate the materials to provide information to residents with language barriers. The City shall make this information available at the public counter and distribute the materials to community groups and organizations that represent persons with disabilities.

*Quantified Objectives:* N/A

*Potential Funding:* General Fund

*Who Is Responsible:* Economic Development Department

*Time Frame:* Revise the Reasonable Accommodation findings as part of the Comprehensive Development Code Update by December 31, 2023. Prepare public information on Reasonable Accommodations by June 2024. Continue to partner with the Valley Mountain Regional Center and review the materials on the City website annually starting in 2024 and update as needed after each annual review.

**Program 28. Practices to Affirmatively Further Fair Housing:** In compliance with California Government Code Sections 8899.50, 65583(c)(5), 65583(c)(10), and 65583.2(a) (AB 686), develop a plan to "affirmatively further fair housing" (AFFH). The AFFH plan shall take actions to address significant disparities in housing access and needs for all persons regardless of race, color, religion, sex, gender/gender identity, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or disability and any other characteristic protected by the California Fair Employment and Housing Act (Part 2.8, commencing with Section 12900, of Division 3 of Title 2), Government Code Section 65008, and any other state and federal fair housing and planning law.

Specific actions include:

- Implement the following strategies to affirmatively further fair housing in coordination with the efforts of this action:
  - Strategies to facilitate housing mobility/expand affordable housing in high opportunity areas: Programs 6, 10, 12, 13, 15, 24, 25
  - Strategies to reduce or prevent displacement/place-based revitalization strategies: Programs 4, 7, 9, 14, 16, 19, 20, 21, 22, 29
- The City shall continue to provide funds from its CDBG Program to San Joaquin County Fair Housing to provide fair housing counseling and education and outreach efforts to city residents. In addition to providing contact information for San Joaquin Fair Housing on the City's website (under the Housing Division), the City shall continue to make referrals to Fair Housing as issues/cases come to the City's attention. The City shall also work with Fair Housing to periodically review and update fair housing brochures that are provided to the public and posted on the City's website. The City shall distribute fair housing information at City offices, the library, community centers, and other community facilities. These actions are ongoing. Review fair housing materials every two years starting in 2024. Update materials as needed every two years following the review. The City will assist at least 200 residents annually through the complaint referral process. If fewer than 200 residents use the process, provide assistance to all that do.
- The City will educate selected staff in the Community Development, City Attorney, and City Manager departments on responding to complaints received regarding potential claims of housing discrimination and provide these selected personnel with a handout detailing the process for someone with a complaint and the agency that should be contacted regarding a claim: Legal Aid of Northern California. The City will also maintain a log at the City Attorney's

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office of all complaints received. Training of City staff will start in 2024; conduct updated training with new staff and to keep up with changes in the law every two years thereafter.

- The City will also work with San Joaquin Fair Housing to provide training to housing providers to prevent discriminatory actions and behaviors. The City will contract with a fair housing provider to provide housing audits in order to reduce displacement risk, particularly in lower opportunity areas of Stockton. By March 2025, the City will issue a Request for Proposals for partnership with an external consultant to provide this service. The City will initiate solicitation and contracting with an organization to assist the City with providing housing audits annually. The City will either renew the contract or seek a new fair housing provider to provide the same service on a yearly basis.
- The City shall review and update its Analysis of Impediments to Fair Housing Report every five years. The next update is scheduled to happen in 2025.
- The City shall post its Annual Housing Element Progress Reports to HCD on the City website annually in the Spring after the report is completed.
- The City will implement multilingual communication and outreach strategies for City-funded affordable housing developments as follows. To increase access to City housing programs and remove barriers to homeownership, provide translation services in the most common languages spoken locally at all public meetings by July 2024 and ensure all public materials are translated and made available.
- In order to assist with the high percentage of households living in overcrowded situations, the City will continue to encourage rental developments to add additional bedrooms and will consider prioritizing the use of HOME funds for rental projects, provided that some of the units have three or more bedrooms with a goal of approving 100 units with three or more bedrooms.
- Incentivize on-site child care in mixed use and multifamily development, particularly for projects in areas with higher proportions of single parent households.

*Quantified Objectives:* See individual strategies bulleted in the program language at left with specific targets.

*Potential Funding:* CDBG; HOME; General Fund

*Who Is Responsible:* Economic Development Department, Community Development Department

*Time Frame:* Refer to each strategy in this Affirmatively Furthering Fair Housing (AFFH) program for specific time frames.

**Program 29. Environmental Health and Access to Resources:** Environmental health is determined by air quality, climate change related outcomes, water quality, cancer prevalence, and more. Neighborhoods with poor environmental health conditions are often correlated to their proximity to industrial uses, major transit corridors, and other larger pollution sources. The City will facilitate environmental health-oriented, place-based revitalization of neighborhoods, particularly for housing in closer proximity to the lowest scoring areas in terms of environmental health, including the Port of Stockton along the San Joaquin River, Rough and Ready Island, downtown Stockton, and industrial areas east of the Union Pacific Railroad and south of Duck Creek to the southern boundary of the city adjacent to the Stockton Municipal Airport, which are more heavily impacted by pollution from prior industrial uses and diesel particulate matter from proximity to regional freeways and rail lines, through the following strategies:

- Update the City's Parks and Recreation Master Plan and continue to enhance existing parks, open space, and tree plantings and provide new parks and open space in these areas to improve environmental health. Facilitate safe pedestrian and bicycle access to parks or open

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spaces to reduce environmental health disparities across the city. Implement this objective during the CIP process.

- Work with Caltrans to reduce regional air quality impacts associated with regional transportation facilities. The City will meet with Caltrans annually, as feasible, to identify options for air quality improvements and coordinate action implementation.
- Increase active transportation facilities in Downtown and South Stockton to reduce dependence on automobiles and enhance safe connections to existing pedestrian and bicycle routes. The City will identify at least two active transportation projects in these areas of the city by June 2025.
- Meet with school district representatives by June 2025 to analyze whether housing security poses a barrier. Work with the school districts to assist in securing grant funding for teacher recruitment and retention bonuses, classroom materials, and other incentives for teachers to facilitate positive learning environments citywide.
- Implement new commercial/industrial zoning in South Stockton (details are provided in Program 15)

*Quantified Objectives:* See individual strategies bulleted in the program language at left with specific targets.

*Potential Funding:* General Fund

*Who Is Responsible:* Community Development Department and Public Works Department

*Time Frame:* Refer to each strategy in this program for specific time frames.

**Program 30. Removal of Racially Restrictive Covenants:** Historically, covenants that restricted the sale of property to Whites or Caucasians-only were prevalent in the City, especially on residential properties. Although such covenants were declared unconstitutional and have not been enforceable since 1948, many remain on recorded property deeds. Furthermore, if there are properties owned by the City of Stockton found to have racially restrictive covenants, the City will review the deeds of all City-owned properties and remove any existing racially restrictive housing covenants found on them. In the future, any property purchased will require removal of any racially restrictive housing covenant prior to recording the property in the City's name. Additionally, State law (AB 1466) gives property owners the opportunity to remove racially restrictive covenants from their own deeds. Since July 1, 2022, county recorders must provide a Restrictive Covenant Modification form to every person purchasing a property with a restrictive covenant and establish an implementation plan to identify unlawful restrictive covenants in the records of their office. The City will develop a program to support and encourage individual property owners to remove such restrictions from their deeds and provide information about accessing the County process to do so. The City will use its social media platforms, website, and other communications tools to conduct outreach and provide information at community events to assist homeowners to identify and remove restrictive covenants.

*Quantified Objectives:* Remove all racially restrictive covenants from Stockton City-owned properties by June 2025 and from privately owned properties by the end of the planning period. Advertise County program starting in 2025; launch website and social media campaigns to support property owners to voluntarily remove these covenants by December 2025, with ongoing reminders in City publications and at City events. Support County enforcement of this State requirement as appropriate through City actions. Work with at least 20 property owners annually to support their efforts to remove restrictions from their deeds.

*Potential Funding:* General Fund; grants if offered through a State or County program

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*Who Is Responsible:* Community Development Department; San Joaquin County Recorder

*Time Frame:* Remove all covenants on City-owned properties by June 2025; launch informational campaign between June and December 2025; encouragement of removal of covenants from private properties is ongoing.

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## IMPLEMENTATION PROGRAM TABLE

IMPLEMENTATION	QUANTIFIED OBJECTIVES	TIME FRAME
<b>Goal HE-1: Increase Housing Production and Ensure Adequate Land for All Housing Types and Income Levels</b>		
1. <b>Adequate Sites Monitoring and No Net Loss</b>	Continue to maintain sufficient sites to address 12,673 units	Update inventory annually as part of the Housing Element Annual Progress Report and assess "no net loss" as projects come forward on Housing Element sites
2. <b>Downtown Implementation</b>	4,400 residential units in the Greater Downtown Area by 2040	Adopt Comprehensive Development Code Update by end of 2023; annually thereafter identify any additional strategies to address the settlement agreement goals.
3. <b>Sites Included in Previous Housing Elements</b>	246 residential units on 9 repeat sites that don't already allow residential development by right	Update Development Code and, if needed, Land Use Element by December 31, 2026
4. <b>Public Facilities Repair and Replacement</b>	5 public facility/ infrastructure projects	Annually
5. <b>Housing and Neighborhood Action Plans</b>	1,000 residential units	Late 2023
6. <b>Accessory Dwelling Units</b>	Approve 180 ADUs over the course of the planning period, targeting areas of high opportunity, specifically the following neighborhoods - Brookside/Country Club, Weston Ranch, Eight Mile/Bear Creek, Midtown around the University of the Pacific (between I-5 and "Miracle Mile/Pacific Avenue), western Upper Hammer/Thornton Rd, and eastern Morada/Holman.	Starting in November 2024, evaluate the consistency of Stockton's ADU regulations with state law and update accordingly. Continue to make ADU materials available; evaluate effectiveness of ADU approvals every other year, starting April 2025; and identify additional site capacity, if needed, by December 2026. Apply annually for funding to support ADU incentives.
7. <b>Infill Strategy</b>	100 extremely low income units and 150 other lower income units; funding for 10 brownfield sites minimum	Adopt Housing Action Plan by the end of 2023. Implement Housing Action Plan strategies by 2025. Annually, beginning in 2026, identify any additional strategies needed to address overpayment and reduce displacement risk and implement them within 2 years of identification.
8. <b>Infill Site Assembly</b>	Facilitate lot consolidation to produce sites for 2,300 moderate and above moderate residential units	Ongoing, as projects come forward; establish program to connect property owners and developers by June 2026.

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IMPLEMENTATION	QUANTIFIED OBJECTIVES	TIME FRAME
<b>Goal HE-2: Provide High Quality Housing for All Income Groups</b>		
9. <b>Coordination with the Housing Authority of San Joaquin County</b>	Provide vouchers to 3,800 households in Stockton and assist these lower income households in accessing rental opportunities with Housing Choice Vouchers to facilitate housing mobility	Ongoing; establish education program by the end of 2024 and distribute information. Then distribute information at least annually through the end of the planning period.
10. <b>State and Federal Funding</b>	Fund 200 extremely low-, 400 very low-, 450 low-income units; Provide down payment assistance to 75 low-income households, particularly in high opportunity areas.	Review funding opportunities annually; down payment assistance program is ongoing
11. <b>Priority Sewer and Water Service for Affordable Housing</b>	N/A	Include in Development Code as part of Comprehensive Update by December 31, 2023
12. <b>Property Assessed Clean Energy (PACE) Program</b>	Connect 60 eligible Stockton residents with energy- and cost-saving programs to reduce overpayment on housing costs.	Ongoing
13. <b>Green-Up Stockton</b>	Connect 60 eligible Stockton residents with energy- and cost-saving programs to reduce overpayment on housing costs.	Ongoing
14. <b>Weatherization Activities</b>	200 units weatherized	Ongoing
<b>Goal HE-3: Remove Governmental Constraints</b>		
15. <b>Development Code Revisions</b>	N/A	December 31, 2023
16. <b>Fiscally Positive Impact Fees</b>	Provide exemptions and reductions to 200 housing units to reduce overpayment for housing costs and reduce displacement risk.	Annually, evaluate exemptions provided and determine whether all constraints to housing development associated with impact fees or other funding mechanisms are sufficiently addressed. If it is found that they are not being addressed, modifications will be made to one or more exemption programs within one year. This will occur after each annual review until the end of the planning period.
17. <b>Streamline Approvals for Affordable Housing Projects</b>	N/A	Develop or adopt HCD's SB 330 preliminary application form by December 2024. Develop an SB 35 streamlined approval process by June 2025 and implement as applications are received.



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IMPLEMENTATION	QUANTIFIED OBJECTIVES	TIME FRAME
18. Density Bonus	Facilitate the construction of 1,000 lower-income units to increase mobility opportunities; encourage density bonus units in high-resource areas.	Complete as part of Comprehensive Development Code Update by December 31, 2023; annually review Development Code and revise as needed; produce brochures and make information available on the City's website by December 2024.
<b>Goal HE-4: Preserve Existing Housing</b>		
19. Preserve At-Risk Units	Continue to monitor the 392 assisted units, and if any become at risk, work with property owners to develop a strategy to provide assistance to maintain or replace 392 at-risk units as affordable to reduce potential for displacement of tenants and loss of affordable housing stock in the city.	Ongoing communication with owners, service providers, and eligible potential purchasers; work with owners of deed-restricted units on an ongoing basis, in particular at the time of change of ownership.
20. Housing Rehabilitation Programs	Assist 300 lower-income units to address potential displacement, especially in areas of the city with the poorest housing conditions.	Complete study and survey in 2023. Rehabilitation program is ongoing.
21. Code Enforcement Program	Inspect 2,000 units annually	Ongoing
22. Replacement of Existing Affordable Units	N/A	Ongoing
<b>Goal HE-5: Provide Equitable Housing and Supportive Services</b>		
23. Continue to Support Organizations Assisting Homeless Persons	Annually, assist up to 2,000 unduplicated homeless persons; and 1,000 households at-risk of homelessness with limited-term rental assistance or utility payments. As part of this, increase the number of board and care or other types of residential or transitional care facilities for vulnerable populations by 300-500 beds.	Apply for funding annually
24. Continue to Assist the Disabled in Community Development Block Grant Project Areas	Provide mobility assistance home-repair grants for 120 low-income individuals and households in Stockton, including rental units for owners of 4 or fewer rental units.	Annually, contingent upon CDBG funding
25. Universal Design	100 housing units with universal design features to facilitate accessibility for persons with disabilities and seniors; encouraging at least 5 of these units to be located near transit stations and services.	Make updates as part of the Comprehensive Development Code update by December 31, 2023

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IMPLEMENTATION	QUANTIFIED OBJECTIVES	TIME FRAME
26. <b>Assist Farm Workers</b>	Assist other organizations in developing at least 100 units or housing for farmworkers in Stockton or in the county during the planning period.	Meet twice per year to explore opportunities for farmworker housing
27. <b>Addressing the Needs of Those with Disabilities</b>	N/A	Revise the Reasonable Accommodation findings as part of the Comprehensive Development Code Update by December 31, 2023. Prepare public information on Reasonable Accommodations by June 2024. Continue to partner with the Valley Mountain Regional Center and review the materials on the City website annually starting in 2024 and update as needed after each annual review.
28. <b>Practices to Affirmatively Further Fair Housing</b>	See individual strategies bulleted in the program language at left with specific targets.	Refer to each strategy in this Affirmatively Furthering Fair Housing (AFFH) program for specific time frames.
29. <b>Environmental Health and Access to Resources</b>	See individual strategies bulleted in the program language at left with specific targets.	Refer to each strategy in this program for specific time frames.
30. <b>Removal of Racially Restrictive Covenants</b>	Remove all racially restrictive covenants from Stockton City-owned properties by June 2025 and from privately owned properties by the end of the planning period. Advertise County program starting in 2025; launch website and social media campaigns to support property owners to voluntarily remove these covenants by December 2025, with ongoing reminders in City publications and at City events. Support County enforcement of this State requirement as appropriate through City actions. Work with at least 20 property owners annually to support their efforts to remove restrictions from their deeds.	Remove all covenants on City-owned properties by June 2025; launch informational campaign between June and December 2025; encouragement of removal of covenants from private properties is ongoing.

## QUANTIFIED OBJECTIVES

Table HE-1 below summarizes the City's quantified objectives for new construction, rehabilitation, preservation, and housing assistance over an eight-year time frame. These quantified objectives represent targets. They are estimates based on past experience, anticipated funding levels, and anticipated housing market conditions.

**Table HE-1: SUMMARY OF QUANTIFIED OBJECTIVES  
2023-2031**

PROGRAM	EXTREMELY LOW	VERY LOW	LOW	MODERATE	ABOVE-MODERATE	TOTAL HOUSEHOLDS
New Construction <sup>1</sup>	1,232	1,233	1,548	2,572	6,088	<b>12,673</b>
Rehabilitation <sup>2</sup>	700	900	900	-	-	<b>2,500</b>
Conservation/Preservation of At-Risk Units <sup>3</sup>	600	957	985	825	825	<b>4,192</b>

Notes:

1. Corresponds to the City's RHNA.
2. Corresponds to objectives in Programs 14, 20, and 21.
3. Corresponds to the at-risk affordable assisted units in the city (see Housing Needs Assessment, Table HE-42 and Program 19) and objectives from Programs 9 aiming to conserve existing housing.

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# INTRODUCTION

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State housing element law (Government Code Section 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. This section provides a snapshot of current (2022) information on household characteristics, housing needs, housing supply, land inventory for new development, housing programs, constraints, and incentives for new housing development. It also evaluates progress made since the last Housing Element was adopted in 2015.

## OVERVIEW OF STATE REQUIREMENTS

State law recognizes the vital role local governments play in the supply and affordability of housing. Each local government in California is required to adopt a comprehensive, long-term general plan for the physical development of their city or county. The housing element is one of eight mandated elements of the general plan. State law requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The law acknowledges that for the private market to adequately address

housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the state rests largely upon the effective implementation of local general plans and local housing elements in particular.

The purpose of the housing element is to identify the community's housing needs, to state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and to define the policies and programs that the community will implement to achieve the stated goals and objectives.

State law requires cities and counties to address the needs of all income groups in their housing elements. The official definition of these needs is provided by the California Department of Housing and Community Development (HCD) for each city and county within its geographic jurisdiction. Beyond these income-based housing needs, the housing element must also address special-needs groups such as persons with disabilities and homeless persons.

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As required by State Housing Element Law (Government Code Section 65583(a)), the assessment and inventory for this Housing Element includes the following:

- Analysis of population and employment trends and projections and a quantification of the locality's existing and projected housing needs for all income levels. This section includes analysis of "at-risk" assisted housing developments that are eligible to change from lower-income housing to market-rate housing during the next 10 years.
- Analysis and documentation of household characteristics, including level of payment compared to ability to pay, and housing characteristics, including overcrowding and housing stock condition.
- Analysis of any special housing needs for the elderly, persons with disabilities (including developmental disabilities), large households, farmworkers, families with female heads of household, and families and persons in need of emergency shelter.
- In 2018, California passed Assembly Bill (AB) 686 to address more subtle, discriminatory methods that reinforce patterns of segregation that persist in California today. The new legislation requires cities and counties to update their Housing Element to include an assessment of fair housing practices, an analysis of the relationship between available sites and areas of high or low resources, and concrete actions in the form of programs to affirmatively further fair housing. The purpose of this assessment and analysis is to proactively promote the replacement of segregated living patterns with truly integrated and balanced living patterns and to transform racially and ethnically concentrated areas of poverty into areas of opportunity.
- Inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of

zoning, public facilities, and services to these sites.

- Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. Analysis of local efforts to remove governmental constraints.
- Analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.
- Analysis of opportunities for residential energy conservation.

The Housing Element identifies the nature and extent of the City's housing needs, which in turn provides the basis for the City's response to those needs in the Housing Element Policy Document. In addition to identifying housing needs, the element also presents information on the setting in which the needs occur, which provides a better understanding of the community and facilitates planning for housing.

The Housing Element sections draw on a broad range of information sources. Information on population, housing stock, and the economy comes primarily from the HCD pre-approved data package<sup>1</sup> as well as the 2020 US Census, American Community Survey (ACS), the California Department of Finance (DOF), and City of Stockton records. Information on available sites and services for housing comes from numerous public agencies. Information on constraints on housing production and past and current housing efforts in the City of Stockton comes from City staff, other public agencies, and a number of private sources.

## GENERAL PLAN AND HOUSING ELEMENT CONSISTENCY

The Housing Element is a component of the 2040 General Plan, which provides guiding policy for all growth and development within the city. The General Plan consists of elements that address both State-mandated planning issues plus optional subjects that are of particular concern within Stockton. These elements are:

- Land Use
- Transportation
- Safety
- Community Health

All State-mandated elements except the Housing Element are included in one of these elements as a sub-element. The Housing Element is updated in a separate State-dictated schedule from the rest of the General Plan. This Housing Element will be effective from December 31, 2023, through December 31, 2031. This Housing Element updates the City of Stockton Housing Element that was adopted in 2016. The City is also currently

updating its Safety Element. During the update process, the City has conducted an internal consistency review to ensure consistency between the Housing and Safety Element and all other elements of the General Plan. The City will maintain consistency as future General Plan amendments are processed by evaluating proposed amendments for consistency with all elements of the General Plan, including the Housing Element.

## GENERAL PLAN AND HOUSING ELEMENT DIFFERENCES

The housing element is one of eight State-mandated elements that every general plan must contain. Although the housing element must follow all the requirements of the general plan, the housing element has several State-mandated requirements that distinguish it from other general plan elements. Whereas the State allows local government the ability to decide when to update their general plan, State law sets the schedule for periodic update (eight-year time frame) of the housing element. Local governments are also required to submit draft and adopted housing elements to HCD for State law compliance review. This review ensures that the housing element meets the various State mandates. When the City satisfies these requirements, the State will “certify” that the element is legally adequate. Failing to comply with State law could result in potentially serious consequences, such as reduced access to infrastructure, transportation, and housing funding and vulnerability to lawsuits.

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<sup>1</sup> San Joaquin Valley Regional Early Action Planning (REAP) Collaborative compiled a significant amount of data needed to update the Housing Element. Much of the data in the HCD pre-approved data package is from the 2016-2020 American Community Survey. The source of information for the tables identifies when the data is from the data package.

## PUBLIC PARTICIPATION

As part of the Housing Element update process, the City is implementing the State's public participation requirements in Housing Element law, set forth in Government Code Section 65583(c)(7), that jurisdictions "...shall make a diligent effort to achieve participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort."

The City has sought to engage all segments of the community during the preparation of the Housing Element update, including the individuals, organizations, and agencies with which the City consulted; the methods of community outreach; and a summary of comments received and how these comments have been addressed. All segments of the community were encouraged by the City to participate in preparation of the Housing Element through a series of efforts, including noticing of property owners of sites in the draft Housing Element sites inventory, announcements on the City's social media channels, distribution to the Housing Element email listserv, and direct contacts by email and phone with organizations serving low-income and special-needs groups. The City invited representatives of these groups to attend the public workshops on the Housing Element. Spanish translation has been available at the workshop and translation into other languages has been available on request. Summaries of all outreach, input received, and the way input was incorporated into the Housing Element are described in Appendix B.



# EXISTING NEEDS ASSESSMENT

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# 2

## MAJOR FINDINGS

- Since 2005, Stockton has experienced an average annual growth rate (AAGR) of 0.9 percent and grew as a whole by 15.8 percent (an increase of 43,974 people). However, between 2021 and 2022, the population decreased by over 1,395. This was the first year of population decrease since 2008.
- Stockton's population was slightly younger than the county and state average in 2020. The city had a higher percentage of residents under the age of 34 than San Joaquin County, and the median age in Stockton (33.0) was lower than that of the county (34.4) and the state (36.7).
- Stockton's population was more ethnically and racially diverse than the county and state in 2020. Asian and Hispanic populations continue to make up about 64 percent of the population in Stockton.
- Between 2018 and 2020, the per-capita personal income increased by 20.3 percent in the City of Stockton, 13.9 percent in California, and 10.0 percent in the U.S. Although income increased in

Stockton between 2018 and 2020 at a higher rate than income in California and the United States, as of 2020, average personal income in Stockton was approximately \$7,500 less than the United States and approximately \$18,000 less than California.

- Stockton's household income distribution is more heavily concentrated in the lower end of the income spectrum than the county and state. In 2020, 21.0 percent of Stockton households earned less than \$25,000 compared to 17.0 percent countywide and 16.0 percent statewide. Households earning \$100,000 or more made up 26.0 percent of Stockton households but accounted for 33.0 percent of households countywide and 39.7 percent of all California households.
- In August 2022, 9.7 percent of Stockton residents and San Joaquin County residents were unemployed, which was approximately twice the statewide unemployment rate (4.1 percent).
- Homeownership rates in Stockton decreased from 51.6 percent in 2000 to 45.1 percent in 2014 following the housing market crash and foreclosure crisis. Since then, it rebounded to 49.9 percent in

2020. However, Stockton's homeownership rate is lower than the countywide (57.7 percent) and statewide (55.3 percent) rates. Stockton has a greater need for large housing units than the county and state. Stockton had a larger average household size, smaller number of housing units, and higher overcrowding rates than the county and state.

- As of 2020, about 1.9 percent of Stockton's housing stock was built after 2010 and another 17.4 percent of the housing stock was built between 1990 and 1999. The majority of new home construction occurred prior to the recession from 2000 to 2007. According to the California Department of Housing and Community Development (HCD) Data Dashboard from January 1, 2016, to April 13, 2021, only 888 residential building permits were issued.
- The rate of housing cost burden for lower-income households is slightly higher in Stockton (75.0 percent) than in San Joaquin County (72.0 percent) and California (70.0 percent), pointing to a need for more affordable housing units in Stockton.
- The 2022 countywide point-in-time homeless count identified a total of 2,319 unsheltered persons in San Joaquin County, of which, 921 persons were counted in Stockton.

## INTRODUCTION

This section begins with a description of housing and demographic characteristics of Stockton. The section then discusses the existing housing needs of the city based on housing and demographic characteristics, and the housing needs of "special" population groups as defined in State law. Data for Stockton is presented, wherever possible, alongside data for San Joaquin County and California for comparison. This facilitates an understanding of the city's characteristics by illustrating how the city is similar

to, or differs from, the county and state in various aspects related to demographic, employment, and housing characteristics and needs.

## DEMOGRAPHIC AND EMPLOYMENT PROFILE

The purpose of this section is to establish "baseline" population, employment, and housing characteristics for Stockton. The main sources of the information in this section are the HCD pre-approved data package, 2020 American Community Survey (ACS) 5-Year Estimates (2016-2020), and the California Department of Finance (DOF). Other sources of information include the San Joaquin Council of Governments (SJCOG), the California Employment Development Department (EDD), and the U.S. Department of Housing and Urban Development (HUD), including HUD's Comprehensive Housing Affordability Strategy (CHAS). It is important to note that the ACS data is a multi-year estimate based on sample data and has a large margin of error. It is noted in the data source at the bottom of tables in this section where this data package was used.

## DEMOGRAPHICS

### Population

As shown in Table HE-2, overall, Stockton's population has grown steadily in the last two decades. Since 2005, Stockton has experienced an AAGR of 0.9 percent and grew as a whole by 15.8 percent (an increase of 43,974 people). However, between 2021 and 2022, the population decreased by over 1,395 residents. This was the first year of population decrease since 2008.

Table HE-3 shows the population growth rate in Stockton relative to San Joaquin County and the state of California. From 2000 to 2022, both the city of Stockton and the county as a whole grew at a faster rate than the state average. In each jurisdiction, population increased between 2000 and 2010 at approximately twice the rate of population growth between 2010 and 2022.

**Table HE-2: Historical Population Change**

Stockton, 2000-2022

YEAR	POPULATION	CHANGE	AAGR
2000	243,771	-	-
2005	278,515	34,744	2.9%
2006	284,418	5,903	2.1%
2007	295,070	10,652	3.7%
2008	275,885	-19,185	-6.5%
2009	287,584	11,699	4.2%
2010	292,747	5,163	0.4%
2011	296,367	3,620	1.2%
2012	297,975	1,608	0.5%
2013	298,115	140	0.0%
2014	302,405	4,290	1.4%
2015	306,138	3,733	1.2%
2016	309,829	3,691	0.2%
2017	313,255	3,426	1.1%
2018	315,099	1,844	0.6%
2019	317,356	2,257	0.7%
2020	319,188	1,832	0.6%
2021	323,884	4,696	1.5%
2022	322,489	-1,395	-0.4%

Source: DOF, Report E-4 Population Estimates for Cities, Counties, and the State, 2011-2022, with 2010 Census Benchmark; DOF, Table 2a Historical Census Populations of California State, Counties, Cities, Places, and Towns.

Age

**Table HE-3: Population Change**

Stockton, San Joaquin County, and California, 2000 to 2022

	STOCKTON			SAN JOAQUIN COUNTY			CALIFORNIA		
	2000	2010	2022	2000	2010	2022	2000	2010	2022
Population	243,771	291,707	322,489	556,229	685,306	784,298	33,873,086	37,253,956	39,185,605
Growth from Previous Period		47,936	30,782		129,077	98,992		3,380,870	1,931,649
AAGR from Previous Period		1.8%	0.9%		2.1%	1.2%		1.0%	0.4%

Source: U.S. Census.

Table HE-4 shows the distribution of Stockton’s population by age in 2020. According to the 2020 ACS 5-Year Estimates (2016-2020), the median age in Stockton is 33.0 years, which is lower than the county (34.4 years) and the state (36.7 years). In 2020, 58.6 percent of the population in Stockton was 5 to 45 years of age. Young adults and middle-aged adults, which make up the workforce, may need homes near employment or transit centers with adequate size for families. Those 65 years and older represented about 12.5 percent of the population. When compared to San Joaquin County, the age distribution was similar although Stockton had a higher percentage of persons between the age of 45 and 64 and San Joaquin had a higher percentage of persons 65 and older.

**Table HE-4: Age Characteristics**

Stockton and San Joaquin County, 2020

AGE GROUP	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Under 5 Years	22,922	7.4%	52,370	13.7%	2,409,082	12.9%
5 to 17 Years	63,563	20.4%	57,392	15.0%	2,431,647	13.0%
18 to 24 Years	32,757	10.5%	59,177	15.5%	2,597,443	13.9%
25 to 34 Years	45,143	14.5%	34,731	9.1%	1,518,469	8.1%
35 to 44 Years	41,033	13.2%	20,997	5.5%	1,029,603	5.5%
45 to 54 Years	35,355	11.4%	10,858	2.8%	545,047	2.9%
55 to 64 Years	31,725	10.2%	11,504	3.0%	540,872	2.9%
65 to 74 Years	22,950	7.4%	29,126	7.6%	1,608,717	8.6%
75 to 84 Years	11,130	3.6%	54,303	14.2%	3,084,036	16.5%
85 Years and Over	4,525	1.5%	51,063	13.4%	2,923,877	15.6%
<b>Total</b>	<b>311,103</b>	<b>100.0%</b>	<b>381,521</b>	<b>100.0%</b>	<b>18,688,793</b>	<b>100.0%</b>

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

### Race and Ethnicity

Table HE-5 summarizes data related to the race and ethnicity of residents of Stockton, San Joaquin County, and California in 2020. Compared to San Joaquin County and California, Stockton is more racially and ethnically diverse. In 2020, approximately 43.5 percent of the city’s population was Hispanic or Latino, compared to 41.7 percent in the county and 39.1 percent in the state. The city also has a higher proportion of persons identifying as Asian at 20.5 percent, compared to the county at 15.5 percent and state at 14.6 percent. Additionally, 11.0 percent of Stockton’s population was Black or African American, which is a greater proportion than countywide at 6.8 percent and statewide at 5.4 percent. Stockton has a smaller percentage of whites at 19.4 percent compared to 30.7 percent in the county and 36.5 percent in the state.

**Table HE-5: Population Breakdown by Race/Ethnicity**

Stockton, San Joaquin County, and California, 2020

RACE/ETHNICITY	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Hispanic or Latino	135,457	43.5%	313,385	41.7%	15,380,929	39.1%
<i>Not Hispanic or Latino</i>						
White	60,442	19.4%	230,857	30.7%	14,365,145	36.5%
Black or African American	34,195	11.0%	50,920	6.8%	2,142,371	5.4%
American Indian and Alaska Native	493	0.2%	1,447	0.2%	131,724	0.3%
Asian	63,657	20.5%	116,618	15.5%	5,743,983	14.6%
Native Hawaiian and Other Pacific Islander	1,404	0.5%	4,228	0.6%	135,524	0.3%
Some Other Race	1,252	0.4%	2,043	0.3%	124,148	0.3%
Two or more Races	14,203	4.6%	32,117	4.3%	1,322,199	3.4%
<b>TOTAL POPULATION</b>	<b>311,103</b>	<b>100%</b>	<b>751,615</b>	<b>100%</b>	<b>39,346,023</b>	<b>100%</b>

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

## INCOME AND EMPLOYMENT

Local demand for housing is significantly impacted by income, employment characteristics, and regional job growth. To effectively address the housing and jobs relationship, an understanding of local salary and job profiles is needed. This section analyzes personal income, household income, and employment characteristics for San Joaquin County and the city of Stockton, when available.

### Personal Income

Table HE-6 shows the change in average per-capita income for the Stockton Metropolitan Statistical Area (MSA), California, and the United States from 2018 to 2020. Between 2018 and 2020, the Per-Capita Personal Income increased by 20.3 percent in the City of Stockton, 13.9 percent in California, and 10.0 percent in the United States. Although income increased in Stockton between 2018 and 2020 at a higher rate than income in California and the United States, as of 2020, average personal income in Stockton was approximately \$7,500 less than the United States and approximately \$18,000 less than California.

**Table HE-6: Personal Income<sup>1</sup>**

Stockton, California, and United States, 2018 to 2020

	PER-CAPITA PERSONAL INCOME <sup>1</sup>			
	2018	2019	2020	PERCENTAGE CHANGE
Stockton	\$43,077	\$45,075	\$51,816	20.3%
California	\$61,633	\$64,513	\$70,192	13.9%
United States	\$54,098	\$56,047	\$59,510	10.0%

<sup>1</sup> Per-capita personal income was computed using Census Bureau midyear population estimates.

Source: Department of Commerce, Bureau of Economic Analysis, 2020.

### Household Income

As shown in Table HE-7, household incomes in Stockton are generally lower than incomes countywide and in the state. The most significant income disparities when comparing Stockton with the county or state occur at either end of the income spectrum. For example, 21.0 percent of Stockton households earned less than \$25,000 in 2020 compared to 17.0 percent countywide and 16.0 percent statewide. Households earning \$100,000 or more made up 26.0 percent of Stockton households but accounted for 33.0 percent of households countywide and 39.7 percent of all California households.

**Table HE-7: Household Income Distribution**

Stockton, San Joaquin County, and California, 2020

INCOME	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Less than \$29,999	24,229	25.4%	48,181	20.9%	2,486,133	19.0%
\$30,000-\$44,999	10,271	10.8%	27,050	11.7%	1,377,391	10.5%
\$45,000-\$59,999	11,434	12.0%	26,081	11.3%	1,258,858	9.6%
\$60,000-\$74,999	9,869	10.4%	23,343	10.1%	1,162,681	8.9%
\$75,000- \$125,000	20,420	21.4%	53,173	23.0%	2,911,428	22.2%
Above \$125,000	19,013	20.0%	53,264	23.0%	3,906,623	29.8%
<b>Total</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100.0%</b>
Median Income	\$58,393		\$68,628		\$78,672	

Source: American Community Survey (2016-2020)

**Income Categories and the Regional Housing Needs Allocation**

The Regional Housing Needs Allocation (RHNA) for the Housing Element planning period from December 31, 2023, through December 31, 2031, for San Joaquin County as a whole is 52,719. SJCOG developed a methodology to sub-allocate 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 needed units in the SJCOG region, 12,673 are allocated to the City of Stockton.

Per State law, SJCOG further divided the housing need for each jurisdiction into four income categories. This division is intended to ensure adequate affordable housing for all income levels in the region. The four categories are Very Low Income, Low Income, Moderate Income, and Above Moderate Income. According to California Government Code Section 65583(a)(1), the City may “presume that 50 percent of the very low-income households qualify as extremely low-income households.” Stockton’s RHNA by income category is shown in Table HE-8 alongside representative income ranges that correlate with the RHNA categories.

The income categories shown in Table HE-8 are additionally used for the purpose of determining eligibility for housing assistance through State, federal and local programs. HCD publishes these

income limits for the following categories annually for each county in California.

**Table HE-8: Income Limits for San Joaquin County and Regional Housing Needs Allocation**

2022

INCOME CATEGORY	2022 INCOME RANGE (HOUSEHOLD OF 4)	RHNA	RHNA PERCENT-AGE
Extremely Low <30% of Median Income	<\$27,750		
Very Low Income 31-50% of Median Income	\$27,751-\$41,400	2,465*	19.5%
Low Income 51-80% of Median Income	\$41,401 - \$66,200	1,548	12.2%
Moderate Income 81-120% of Median Income	\$66,201 - \$102,000	2,572	20.3%
Above Moderate Income >120% of Median Income	>\$102,000	6,088	48.0%
	<b>Total RHNA</b>	<b>12,673</b>	<b>100%</b>

HCD 2022 Median Income for a household of four in San Joaquin County: \$85,000

\*For purposes of the Housing Element, it is assumed that 50 percent of the City’s RHNA allocation of very low-income units represents the additional housing needed to be provided for extremely low-income households.

Sources: California Department of Housing and Community Development, State Income Limits for San Joaquin County, 2022; San Joaquin County Subregion 6th Cycle Regional Housing Needs Allocation, Final Methodology

## Employment

Table HE-9 shows the top employers in the City of Stockton in 2021 by number of employees. The top employers in Stockton were the Stockton Unified School District, St. Joseph’s Medical Center, and Amazon. Table HE-10 shows industry employment by major classification for Stockton, San Joaquin County, and California in 2020. Whether living in Stockton or elsewhere in the county or state, the most common industry of employment was Educational and Health Services (22.0 percent in Stockton, 21.0 percent in San Joaquin County and California). In Stockton and San Joaquin County, this was followed by Retail Trade (12.0 percent), while the second most common industry of employment statewide was Professional, Scientific, and Management, and Administrative, and Waste Management Services (14.0 percent).

**Table HE-9: Top Employers in the City of Stockton**

City of Stockton, 2021

EMPLOYERS	NUMBER OF EMPLOYEES
Stockton Unified School District	5,205
St. Joseph’s Medical Center	4,600
Amazon	2,100
City of Stockton	2,099
San Joaquin County	2,000
Pacific Gas and Electric Company	1,550
Lincoln Unified School Distinct	1,212
Kaiser Permanente	1,065
University of the Pacific	1,021
San Joaquin Delta College	1,007
<b>Total</b>	<b>21,859</b>

Source: Annual Comprehensive Financial Report, City of Stockton, 2021

**Table HE-10: Employment by Industry**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Jobs by Place of Employment</b>						
Agriculture, Forestry, Fishing and Hunting, and Mining	5,010	3.9%	14,472	4.5%	394,290	2.1%
Construction	9,207	7.1%	27,114	8.5%	1,190,537	6.4%
Manufacturing	10,425	8.1%	30,223	9.5%	1,676,497	9.0%
Wholesale Trade	3,679	2.9%	9,655	3.0%	514,234	2.8%
Retail Trade	15,650	12.1%	37,996	11.9%	1,942,421	10.4%
Transportation, Warehousing, and Utilities	12,342	9.6%	27,176	8.5%	1,028,818	5.5%
Information	1,358	1.1%	4,015	1.3%	542,674	2.9%
Financial Activities	5,690	4.4%	14,579	4.6%	1,118,253	6.0%
Professional, Scientific, and Management, and Administrative, and Waste Management Services	10,947	8.5%	30,877	9.7%	2,581,266	13.8%
Educational and Health Services	28,702	22.3%	65,614	20.5%	3,960,265	21.2%
Arts, Entertainment, and Recreation, and Accommodation and Food Services	11,358	8.8%	25,917	8.1%	1,894,858	10.2%
Other Services	7,090	5.5%	15,573	4.9%	952,302	5.1%
Public Administration	7,494	5.8%	16,597	5.2%	850,479	4.6%

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

Table HE-11 illustrates average annual unemployment rates in Stockton, San Joaquin County, and California from January 2010 to August 2022. Throughout the timeline, the unemployment rate in Stockton and San Joaquin County has been consistently higher than statewide, with Stockton's rate slightly higher than the county's rate. Overall, the unemployment rate in Stockton, San Joaquin County, and California steadily decreased by an average of 8.0 percent from January 2010 to August 2022. In August 2022, 9.7 percent of Stockton residents and San Joaquin County residents were unemployed, which was approximately twice the statewide unemployment rate (4.1 percent).

**Table HE-11: Unemployment Rate  
Stockton, San Joaquin County, and California,  
January 2010 to August 2022**

YEAR	STOCKTON	SAN JOAQUIN COUNTY	CALIFORNIA
2010	18.1%	16.9%	12.5%
2011	17.7%	16.5%	11.9%
2012	15.7%	14.6%	10.5%
2013	13.4%	12.5%	9.0%
2014	11.5%	10.7%	7.6%
2015	9.7%	8.9%	6.3%
2016	9.1%	8.2%	5.5%
2017	8.1%	7.0%	4.8%
2018	7.1%	6.1%	4.3%
2019	7.0%	6.0%	4.1%
2020	13.2%	11.6%	10.2%
2021	10.0%	8.7%	7.3%
2022 <sup>1</sup>	9.7%	9.7%	4.1%

Note: Rates shown are a percentage of the labor force.

<sup>1</sup> August 2022.

Source: Employment Development Department; Unemployment Rate (2010-2021), 2022.

## POPULATION AND EMPLOYMENT PROJECTIONS

SJCOG produces projections of population and employment for the cities in San Joaquin County, including Stockton. SJCOG's most recent projections, released in 2016, cover the period from 2020 to 2045. Table HE-12 shows SJCOG's population and employment estimates using 2015 as the base year with population and employment projections through 2045.

As shown in Table HE-12, Stockton's population is projected to increase at an average annual rate of 1.4 percent from 329,729 in 2020 to 463,445 in 2045 (total increase of 40.6 percent). The report was released in 2016 and does not account for the loss of jobs from the COVID-19 pandemic. According to the report, employment growth in Stockton is projected to occur at a lower rate than population growth. The number of jobs is projected to increase at an average rate of 1.2 percent each year from 121,350 jobs in 2020 to 158,946 in 2045 (total increase of 31.0 percent). The ratio of jobs per capita is projected to decline slightly from 0.4 jobs per person estimated in 2020 to 0.3 jobs per person estimated in 2045.

**Table HE-12: Population and  
Employment Projections  
Stockton, 2015 - 2045**

YEAR	POPULATION		EMPLOYMENT		JOBS/POPULATION RATIO
	HOUSEHOLDS	AAGR	JOBS	AAGR	
2015	309,919	-	112,225	-	0.4
2020	329,729	1.3%	121,350	1.6%	0.4
2025	352,239	1.4%	128,522	1.3%	0.4
2030	374,939	1.3%	136,280	1.2%	0.4
2035	401,961	1.4%	144,228	1.2%	0.4
2040	432,627	1.5%	151,979	1.1%	0.4
2045	463,445	1.4%	158,946	0.9%	0.3

Source: Center for Business and Policy Research 2015 to 2045 Population, Household, Employment Update, 2016.



## HOUSEHOLD CHARACTERISTICS AND HOUSING SUPPLY

This section provides an analysis of household characteristics and housing supply. The first section analyzes household characteristics, such as household population, composition, size, tenure, and overcrowding. The second section analyzes the city's housing inventory and supply, including a discussion of vacant units.

The US Census defines a household as consisting of all the people who occupy a housing unit. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, such as partners or roomers, is also counted as a household. Data on households does not include people living in group homes. The US Census defines group quarters as places where people live or stay in a group living arrangement that is owned or managed by an organization providing housing and/or services for the residents. Group quarters include such places as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, prisons, and worker dormitories.

The US Census defines a family as a group of two or more people (one of whom is the householder) related by birth, marriage, or adoption and residing together. However, to facilitate fair housing, and remove constraints (for example housing for people with disabilities) under State Housing Element law, local jurisdictions are required to define "family" in a manner that does not distinguish between related and unrelated persons and does not impose limitations on the number of people that may constitute a family.

The US Census defines a family household as a household maintained by a householder who is in a family (as defined previously) and includes any unrelated people (unrelated subfamily members and/or secondary individuals) who may be residing there. In US Census data, the number of family households is equal to the number of families. However, the count of family household members differs from the count of family members in that the family household members include all people living in the household, whereas family members include only the householder and his/her relatives. In US Census data, a nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related.

Families often prefer single-family homes to accommodate children, while single persons often occupy smaller apartments or condominiums. Single-person households often include seniors living alone or young adults.

## HOUSEHOLD CHARACTERISTICS

### Household Population

Household population is an important measure for establishing the number of persons residing in private households. Persons in institutional or group quarters are not included in the count of household population. According to the 2020 ACS 5-Year Estimates (2016-2020), as of 2020, Stockton had a total population of 319,188 comprising 95,236 households. The city had an average of 3.20 persons per household.

### Household Composition

The U.S. Census divides households into two different categories, depending on their composition: family and nonfamily. Family households are those consisting of two or more related persons living together and may also include nonrelated individuals. Nonfamily households include persons who live alone or in groups composed of unrelated individuals. As shown in Table HE-13, family households have

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made up a larger share of the population in Stockton and San Joaquin County than the state average. In 2020, 72.5 percent of Stockton households were family households compared to

74.7 percent countywide and 68.6 percent in the state. These proportions are very close to what they were in 2013 and 2000.

**Table HE-13: Family and Nonfamily Households**  
Stockton, San Joaquin County, and California, 2000, 2013, and 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>2000</b>						
Family Households	56,186	71.5%	134,708	74.2%	7,920,049	68.9%
Nonfamily Households	22,370	28.5%	46,921	25.8%	3,582,821	31.1%
<b>Total Households</b>	<b>78,556</b>	<b>100.00%</b>	<b>181,629</b>	<b>100.00%</b>	<b>11,502,870</b>	<b>100.00%</b>
<b>2013</b>						
Family Households	66,226	73.3%	160,476	74.4%	8,603,822	68.6%
Nonfamily Households	24,146	26.7%	55,087	25.6%	3,938,638	31.4%
<b>Total Households</b>	<b>90,372</b>	<b>100.00%</b>	<b>215,563</b>	<b>100.00%</b>	<b>12,542,460</b>	<b>100.00%</b>
<b>2020</b>						
Family Households	69,029	72.5%	172,583	74.7%	8,986,666	68.6%
Nonfamily Households	26,207	27.5%	58,509	25.3%	4,116,448	31.4%
<b>Total Households</b>	<b>95,236</b>	<b>100.00%</b>	<b>231,092</b>	<b>100.00%</b>	<b>13,103,114</b>	<b>100.00%</b>

Source: 2000 U.S. Census, 2014 American Community Survey; 2016-2020 American Community Survey 5-Year Estimates.

### Tenure

Tenure is a measure of the rates of homeownership in a jurisdiction. Tenure for a type of unit and the number of bedrooms can help estimate demand for a diversity of housing types. The owner versus renter distribution of a community's housing stock influences several aspects of the local housing market. Residential stability is influenced by tenure, with ownership housing typically having a much lower turnover rate than rental housing.

Home equity is the largest single source of household wealth for most Americans. According to the National Builders Association in 2021, on average, homeowners had a median

net worth of \$255,000, which is approximately 40 times the median net worth of renters (\$6,300), which reflects the value of homeownership.

Table HE-14 shows rates of homeownership and renter occupancy in Stockton in 2000, 2014, and 2020, and San Joaquin County and California in 2020. Homeownership rates in Stockton decreased from 51.6 percent in 2000 to 45.1 percent in 2014 following the housing market crash and foreclosure crisis. Since then, it rebounded to 49.9 percent in 2020. However, Stockton's homeownership is lower than countywide (57.7 percent) and statewide (55.3 percent) rates.

**Table HE-14: Tenure**

Stockton, San Joaquin County, and California, 2000, 2014, and 2020

	STOCKTON						SAN JOAQUIN COUNTY		CALIFORNIA	
	2000		2014		2020		2020		2020	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Owner Occupied	40,534	51.6%	42,962	45.1%	47,481	49.9%	133,381	57.7%	7,241,318	55.3%
Renter Occupied	38,022	48.4%	52,204	54.9%	47,755	50.1%	97,711	42.28%	5,861,796	44.7%
<b>Total Units</b>	<b>78,556</b>	<b>100.0%</b>	<b>95,166</b>	<b>100.0%</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100.0%</b>

Source: 2000 U.S. Census, 2014 American Community Survey; 2016-2020 American Community Survey 5-Year Estimates

### Overcrowding

U.S. Census Bureau standards define a housing unit as overcrowded when the total number of occupants is greater than one person per room, excluding kitchens, porches, balconies, foyers, halls, half-rooms, or bathrooms. For example, if there were more than five people living in a home with five rooms (three bedrooms, living room, and dining room), it would be considered overcrowded. Units with more than 1.5 persons per room are considered severely overcrowded and should be recognized as a significant housing problem.

Countywide, 2.9 percent of owner households and 12.0 percent of renter households were overcrowded. Statewide, overcrowding was also greater among renter households (13.2 percent) compared to owner households (4.2 percent).

Table HE-15 compares housing overcrowding data for Stockton with data for San Joaquin County and California. In 2020, 90.7 percent of Stockton’s households had 1.0 or fewer persons per room with only 9.2 percent considered overcrowded or severely overcrowded. Of all units in Stockton, 6.6 percent had between 1.01 and 1.5 persons per room, and 2.6 percent were severely overcrowded with more than 1.51 persons per room. Overcrowding was slightly more of a problem in Stockton in 2020 than countywide, where 5.6 percent of all households had more than 1.0 persons per room, and in California, where 8.2 percent of households were considered overcrowded.

Overcrowding is typically more of a problem in rental units than owner-occupied units. Only 6.0 percent of Stockton’s owner households were overcrowded, while 12.4 percent of renter households were overcrowded in 2020.

**Table HE-15: Overcrowding**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Owner-Occupied (persons per room)</b>						
1.0 or less	44,601	93.9%	219,709	97.1%	6,938,861	95.8%
Overcrowded 1.01 to 1.5	2,058	4.3%	4,980	2.2%	223,040	3.1%
Severely Overcrowded 1.51 or more	822	1.7%	1,586	0.7%	79,417	1.1%
<b>Total</b>	<b>47,481</b>	<b>100.0%</b>	<b>226,275</b>	<b>100.0%</b>	<b>7,241,318</b>	<b>100.0%</b>
<b>Renter-Occupied (persons per room)</b>						
1.0 or less	41,814	87.6%	86,044	88.1%	5,088,515	86.8%
Overcrowded 1.01 to 1.5	4,270	8.9%	8,098	8.3%	457,713	7.8%
Severely Overcrowded 1.51 or more	1,671	3.5%	3,569	3.7%	315,568	5.4%
<b>Total</b>	<b>47,755</b>	<b>100.0%</b>	<b>97,711</b>	<b>100.0%</b>	<b>5,861,796</b>	<b>100.0%</b>
<b>Total Occupied Housing Units (persons per room)</b>						
1.0 or less	86,415	90.7%	305,753	94.4%	12,027,376	91.8%
Overcrowded 1.01 to 1.5	6,328	6.6%	13,078	4.0%	680,753	5.2%
Severely Overcrowded 1.51 or more	2,493	2.6%	5,155	1.6%	394,985	3.0%
<b>Total</b>	<b>95,236</b>	<b>100.0%</b>	<b>323,986</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100.0%</b>

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

### Household Size

Table HE-16 shows average household size by tenure for Stockton, San Joaquin County, and California in 2020. Stockton had a greater percentage (21.2 percent) of large households (five or more members) than countywide (19.6 percent) and in California (13.8 percent). Relative to the state, Stockton and San Joaquin County had a much greater percentage of large, renter-occupied households (21.8 percent and 21.0 percent compared to 13.8).

Table HE-17 shows the number of bedrooms per housing unit by tenure in Stockton, San Joaquin County, and California in 2020. As shown in the table, 63.8 percent of all housing units in Stockton contained three or more bedrooms in 2020. This is slightly lower than the percentage of units with three or more bedrooms countywide (68.5 percent) and higher than California (56.0 percent).

Renter-occupied units typically have a smaller number of bedrooms than owner-occupied units. This was the case in Stockton in 2020, where 85.2 percent of owner-occupied units had three or more bedrooms, compared to only 42.5 percent of renter-occupied units. The percentage of renter-occupied units in Stockton with three or more bedrooms was lower than the percentage countywide (44.6 percent) but higher than California (27.8 percent).

**Table HE-16: Household Size by Tenure**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Owner Occupied</b>						
1 Person	9,617	20.3%	24,428	18.3%	1,416,913	19.6%
2-4 Persons	28,151	59.3%	84,113	63.1%	4,822,685	66.6%
5 Persons or more	9,713	20.5%	24,840	18.6%	1,001,720	13.8%
<b>Total</b>	<b>47,481</b>	<b>100.0%</b>	<b>133,381</b>	<b>100.0%</b>	<b>7,241,318</b>	<b>100.0%</b>
<b>Renter Occupied</b>						
1 Persons	11,557	24.2%	22,175	22.7%	1,697,906	29.0%
2-4 Persons	25,766	54.0%	55,055	56.3%	3,356,092	57.3%
5 Persons or more	10,432	21.8%	20,481	21.0%	807,798	13.8%
<b>Total</b>	<b>47,755</b>	<b>100.0%</b>	<b>97,711</b>	<b>100.0%</b>	<b>5,861,796</b>	<b>100.0%</b>
<b>All Households</b>						
1 Person	21,174	22.2%	46,603	20.2%	3,114,819	23.8%
2-4 Persons	53,917	56.6%	139,168	60.2%	8,178,777	62.4%
5 Persons or more	20,145	21.2%	45,321	19.6%	1,809,518	13.8%
<b>Total</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100.0%</b>

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

**Table HE-17: Number of Bedrooms by Tenure**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Owner Occupied</b>						
No bedroom	328	0.7%	699	0.5%	50,963	0.7%
1 bedroom	388	0.8%	1,589	1.2%	173,846	2.4%
2 bedrooms	6,294	13.3%	16,453	12.3%	1,307,148	18.1%
3 bedrooms	22,332	47.0%	62,621	46.9%	3,228,533	44.6%
4 bedrooms	13,829	29.1%	40,609	30.4%	1,964,487	27.1%
5 or more bedrooms	4,310	9.1%	11,410	8.6%	516,341	7.1%
<b>Total</b>	<b>47,481</b>	<b>100.0%</b>	<b>133,381</b>	<b>100.0%</b>	<b>7,241,318</b>	<b>100.0%</b>
<b>Renter Occupied</b>						
No bedroom	2,737	5.7%	4,582	4.7%	496,503	8.5%
1 bedroom	8,255	17.3%	14,839	15.2%	1,512,885	25.8%
2 bedrooms	16,491	34.5%	34,668	35.5%	2,220,822	37.9%
3 bedrooms	14,035	29.4%	30,493	31.2%	1,189,552	20.3%
4 bedrooms	5,501	11.5%	11,472	11.7%	372,132	6.3%
5 or more bedrooms	736	1.5%	1,657	1.7%	69,902	1.2%
<b>Total</b>	<b>47,755</b>	<b>100.0%</b>	<b>97,711</b>	<b>100.0%</b>	<b>5,861,796</b>	<b>100.0%</b>
<b>All Occupied Housing Units</b>						
No bedroom	3,065	3.2%	5,281	2.3%	547,466	4.2%
1 bedroom	8,643	9.1%	16,428	7.1%	1,686,731	12.9%
2 bedrooms	22,785	23.9%	51,121	22.1%	3,527,970	26.9%
3 bedrooms	36,367	38.2%	93,114	40.3%	4,418,085	33.7%
4 bedrooms	19,330	20.3%	52,081	22.5%	2,336,619	17.8%
5 or more bedrooms	5,046	5.3%	13,067	5.7%	586,243	4.5%
<b>Total</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100.0%</b>

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

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Average household size is a function of household population (group quarters population is not counted) divided by the number of occupied housing units. Table HE-18 shows the average household size for Stockton, San Joaquin County, and California. The average number of persons per household in Stockton increased slightly from 3.02 in 2000 to 3.17 in 2012 to 3.20 in 2020. The average

household sizes in Stockton in 2020 were similar to those countywide (3.18) during this time period, and slightly larger than the statewide average (2.94). Both Stockton and San Joaquin County had greater average household sizes in 2020 for owner-occupied households (3.23 and 3.18) compared to renter-occupied households (3.16 and 3.17).

**Table HE-18: Average Household Size by Tenure**  
**Stockton, San Joaquin County, and California, 2000, 2012, and 2020**

TENURE	STOCKTON			SAN JOAQUIN COUNTY			CALIFORNIA		
	2000	2012	2020	2000	2012	2020	2000	2012	2020
All Households	3.02	3.17	3.20	3	3.14	3.18	2.87	2.94	2.94
Owner Occupied	3.01	3.14	3.23	2.98	3.07	3.18	2.95	2.98	3.01
Renter Occupied	3.03	3.2	3.16	3.03	3.23	3.17	2.78	2.88	2.85

Source: 2008-2012 American Community Survey; 1990 and 2000 U.S. Census; 2016-2020 American Community Survey 5-Year Estimates.

Based on the information regarding housing units and household sizes, Stockton has a greater need for large housing units than the county and state. Stockton had a larger average household size, smaller housing units, and higher overcrowding rates than the county and state in 2020.

## HOUSING INVENTORY AND SUPPLY

### Housing Units

Table HE-19 compares housing stock data by structure type for Stockton, San Joaquin County, and California in 2014 and 2020. The table shows the total housing stock in each area according to the type of structures in which units are located. Single-family detached housing units accounted for the majority of housing in Stockton in 2020. At 67.1 percent of the total housing stock, single-family detached units in Stockton made up a much larger share of the total than in the state overall, where only 57.7 percent of all units are single-family detached units. From 2014 to 2020, 2,649 single-family detached units were built in Stockton, representing 3.7 percent change for all new single-family residential units constructed. The majority of new home

construction occurred prior to the recession from 2000 to 2007. According to the HCD Data Dashboard from January 1, 2016, to April 13, 2021, only 888 residential building permits were issued.

Multifamily housing complexes with five or more units make up the next-largest segment of Stockton’s housing stock, comprising 17.7 percent (18,043 units) of the total in 2020. Between 2014 and 2020, only 61 units were built in multifamily complexes with five or more units. Between 2014 and 2020, the number of mobile homes in the city increased, and the overall share of mobile homes as a percentage of the entire housing stock stayed the same at 1.1 percent for 2014 and 2020.

**Table HE-19: Housing Units by Type**  
Stockton, San Joaquin County, and California, 2014 and 2020

YEAR	TOTAL UNITS	SINGLE-FAMILY		MULTIFAMILY		MOBILE HOMES	BOAT, RV, VAN, ETC.	
		DETACHED	ATTACHED	2 TO 4	5 PLUS			
<b>Stockton</b>								
2014	#	100,025	64,841	7,058	9,036	17,982	1,108	-
	%	100.0%	64.8%	7.1%	9.0%	18.0%	1.1%	-
2020	#	101,954	68,412	6,136	8,180	18,043	1,161	22
	%	100.0%	67.1%	6.0%	8.0%	17.7%	1.1%	0.0%
<b>San Joaquin County</b>								
2014	#	236,943	179,059	12,279	14,862	29,158	8,585	-
	%	100.0%	72.6%	5.2%	6.3%	12.3%	3.6%	-
2020	#	245,192	181,875	10,990	14,045	30,024	8,074	184
	%	100.0%	74.2%	4.5%	5.7%	12.2%	3.3%	0.1%
<b>California</b>								
2014	#	13,845,281	8,038,217	972,976	1,119,175	3,154,907	560,000	-
	%	100.0%	58.1%	7.0%	8.1%	22.8%	4.0%	-
2020	#	14,210,945	8,206,621	1,009,488	1,113,840	3,350,125	515,666	15,205
	%	100.0%	57.7%	7.1%	7.8%	23.6%	3.6%	0.1%

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

### Occupancy/Vacancy Rates

Table HE-20 shows the occupancy and vacancy rates for Stockton, San Joaquin County, and California in 2000, 2010, and 2020. Stockton and San Joaquin County had lower vacancy rates than the state average in 2000 until 2010, when

all three jurisdictions increased to the 8 to 9 percent range. In 2020, the vacancy rates resumed the vacancy trends, with the city and county having lower rates than the state average.

**Table HE-20: Occupancy/Vacancy**  
Stockton, San Joaquin County, and California, 2000, 2010, and 2020

	2000		2010		2020	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Stockton</b>						
Occupied Units	78,522	95.60%	90,605	90.90%	99,084	95.90%
Vacant Units	3,603	4.4%	9,032	9.1%	4,234	4.1%
<b>Total Housing Units</b>	<b>82,125</b>	<b>100.0%</b>	<b>99,637</b>	<b>100.0%</b>	<b>103,318</b>	<b>100.0%</b>
<b>San Joaquin County</b>						
Occupied Units	181,629	96.00%	215,007	92.00%	247,542	95.74%
Vacant Units	7,531	4.0%	18,748	8.0%	11,024	4.3%
<b>Total Housing Units</b>	<b>189,160</b>	<b>100.0%</b>	<b>233,755</b>	<b>100.0%</b>	<b>258,566</b>	<b>100.0%</b>
<b>California</b>						
Occupied Units	11,502,870	94.20%	12,577,498	91.90%	13,612,650	93.34%
Vacant Units	711,679	5.8%	1,102,583	8.1%	971,348	6.7%
<b>Total Housing Units</b>	<b>12,214,549</b>	<b>100.0%</b>	<b>13,680,081</b>	<b>100.0%</b>	<b>14,583,998</b>	<b>100.0%</b>

Source: Department of Finance, E5, 2021-2022.

Table HE-21 provides details on the vacancy rates of different housing types for Stockton, San Joaquin County, and California in 2020.

**Table HE-21: Vacant Units by Type**  
Stockton, San Joaquin County, and California, 2020

VACANCY STATUS	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
For rent	2,455	2.6%	3,792	1.6%	227,993	1.7%
For sale only	411	0.4%	1,161	0.5%	77,702	0.6%
Sold, not occupied	380	0.4%	1,219	0.5%	53,437	0.4%
Rented or sold; not occupied	350	0.4%	741	0.3%	54,898	0.4%
For seasonal, recreational, or occasional use	455	0.5%	1,535	0.7%	378,023	2.9%
For migrant workers	0	0.0%	117	0.1%	3,326	0.0%
Other vacant	2,667	2.8%	5,535	2.4%	312,452	2.4%
<b>Total Vacant</b>	<b>6,718</b>	<b>7.1%</b>	<b>14,100</b>	<b>6.1%</b>	<b>1,107,831</b>	<b>8.5%</b>
<b>Total Units</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100.0%</b>

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

### Housing Conditions

The U.S. Census provides limited data that can be used to infer the condition of Stockton’s housing stock. For example, the Census reports on whether housing units have complete plumbing and kitchen facilities. A very small percentage of all housing units in Stockton lack complete plumbing or kitchen facilities (see Table HE-22), although a greater percentage of renter-occupied housing units lack these facilities compared to owner-occupied housing units.

Since housing stock age and condition are generally correlated, one Census variable that provides an indication of housing conditions is the age of a community’s housing stock. As shown in Table HE-22, approximately two-thirds of Stockton’s homes were built over 30 years ago. As of 2020, about 1.9 percent of Stockton’s housing stock was built after 2010 and another 17.4 percent of the housing stock was built between 2000 and 2009.

Table HE-22 also shows the number and percentage of units lacking complete plumbing facilities and units lacking complete kitchen facilities. These rates were similar in Stockton as compared with San Joaquin County and California. In all three locations, rental units were more likely to lack complete plumbing or kitchen facilities, as compared with ownership units. This trend points to the need for home improvement programs focused on rental properties.

Based on an early 2023 survey of former redevelopment areas and opportunity zones, the City estimates that approximately 2,900 (or 4%) of homes are blighted and in need replacement citywide.



**Table HE-22: Age of Housing Stock and Housing Stock Conditions by Tenure**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Owner-Occupied Housing Units</b>						
Built 2010 or later	974	2.1%	8,442	6.3%	272,900	3.8%
Built 2000 to 2009	11,499	24.2%	31,320	23.5%	924,495	12.8%
Built 1990 to 1999	7,461	15.7%	21,185	15.9%	811,147	11.2%
Built 1980 to 1989	6,335	13.3%	19,343	14.5%	1,068,601	14.8%
Built 1970 to 1979	7,610	16.0%	17,051	12.8%	1,175,870	16.2%
Built 1960 to 1969	3,520	7.4%	10,408	7.8%	906,490	12.5%
Built 1950 to 1959	3,966	8.4%	11,995	9.0%	1,077,380	14.9%
Built 1940 to 1949	2,743	5.8%	6,315	4.7%	430,809	5.9%
Built 1939 or earlier	3,373	7.1%	7,322	5.5%	573,626	7.9%
<b>Total</b>	<b>47,481</b>	<b>100.0%</b>	<b>133,381</b>	<b>100.0%</b>	<b>7,241,318</b>	<b>100.0%</b>
Units Lacking Complete Plumbing Facilities	74	0.2%	342	0.3%	17,434	0.2%
Units Lacking Complete Kitchen Facilities	135	0.3%	658	0.5%	36,908	0.5%
<b>Renter-Occupied Housing Units</b>						
Built 2010 or later	858	1.8%	3,374	3.5%	256,413	4.4%
Built 2000 to 2009	5,082	10.6%	12,571	12.9%	508,460	8.7%
Built 1990 to 1999	5,787	12.1%	12,027	12.3%	637,220	10.9%
Built 1980 to 1989	7,231	15.1%	15,380	15.7%	898,705	15.3%
Built 1970 to 1979	10,368	21.7%	18,071	18.5%	1,114,211	19.0%
Built 1960 to 1969	5,767	12.1%	11,573	11.8%	834,432	14.2%
Built 1950 to 1959	5,008	10.5%	10,681	10.9%	689,973	11.8%
Built 1940 to 1949	3,357	7.0%	5,964	6.1%	332,220	5.7%
Built 1939 or earlier	4,297	9.0%	8,070	8.3%	590,162	10.1%
<b>Total</b>	<b>47,755</b>	<b>100.0%</b>	<b>97,711</b>	<b>100.0%</b>	<b>5,861,796</b>	<b>100.0%</b>
Units Lacking Complete Plumbing Facilities	323	0.7%	467	1.0%	23,476	0.4%
Units Lacking Complete Kitchen Facilities	1,012	2.1%	1,905	4.0%	128,184	2.2%
<b>Total Occupied Housing Units</b>						
Built 2010 or later	1,832	1.9%	11,816	5.1%	529,313	4.8%
Built 2000 to 2009	16,581	17.4%	43,891	19.0%	1,432,955	12.9%
Built 1990 to 1999	13,248	13.9%	33,212	14.4%	1,448,367	13.1%
Built 1980 to 1989	13,566	14.2%	34,723	15.0%	1,068,601	9.6%
Built 1970 to 1979	17,978	18.9%	35,122	15.2%	1,175,870	10.6%
Built 1960 to 1969	9,287	9.8%	21,981	9.5%	1,740,922	15.7%
Built 1950 to 1959	8,974	9.4%	22,676	9.8%	1,767,353	15.9%
Built 1940 to 1949	6,100	6.4%	12,279	5.3%	763,029	6.9%

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	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Built 1939 or earlier	7,670	8.1%	15,392	6.7%	1,163,788	10.5%
<b>Total</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>11,090,198</b>	<b>100.0%</b>
Units Lacking Complete Plumbing Facilities	397	0.4%	809	0.4%	40,910	0.4%
Units Lacking Complete Kitchen Facilities	1,147	1.2%	2,563	1.1%	165,092	1.5%

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

The Neighborhood Services Section of the Police Department enforces codes, laws, and regulations for the abatement of substandard housing conditions and blight issues. Code enforcement statistics from the Neighborhood Services Section provide a sense of the number of units that may need renovation, rehabilitation, or replacement in the city. As shown in Table HE-23, the Neighborhood Services Division processed 234,924 housing code enforcement cases over the past 17 years at an average of about 14,683 cases each year. The most common housing violations are deferred maintenance issues like plumbing leaks, worn/deteriorated materials, and lack of weather protection. Others include structural problems, raw sewage, exposed wiring, and other exterior housing problems. The majority of housing cases usually take a minimum of 45 days to resolve depending on the amount and severity of the violations.

**Table HE-23: Code Enforcement Cases Stockton, Fiscal Year 2005/06-2021/22**

FISCAL YEAR	NUMBER OF CASES*
2005/06	13,866
2006/07	17,291
2007/08	19,522
2008/09	13,841
2009/10	12,703
2010/11	10,502
2011/12	10,102
2012/13	11,664
2013/14	14,190
2014/15	11,775
2015/16	13,138
2016/17	13,508
2017/18	16,285
2018/19	19,646
2019/20	12,320
2020/21	10,990
2021/22	13,581
<b>Total</b>	<b>234,924</b>

Note: \*Includes addresses with graffiti consent forms on file  
 Source: Police Department, Neighborhood Services Division, November 2022.

### Housing Affordability

Housing is classified as “affordable” if households do not pay more than 30 percent of income for payment of rent (including a monthly allowance for water, gas, and electricity) or monthly homeownership costs (including mortgage payments, taxes, and insurance). State law (California Government Code Section 65583(a)(2)) requires “an analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including

overcrowding, and housing stock condition." Identifying and evaluating existing housing needs are a critical component of the housing element. This requires comparison of resident incomes with the local cost of housing. The analysis helps local governments identify existing housing conditions that require addressing and households with housing cost burdens or unmet housing needs. This section includes an analysis of housing cost burden, ability to pay for housing, and the cost of housing.

The data in this section uses HUD's Comprehensive Housing Affordability Strategy (CHAS) database. Income groups are shown in the CHAS tabulation based on the HUD-adjusted area median family income (AMI).

### Housing Cost Burdens

This section provides an analysis of the proportion of households "overpaying for housing." An "excessive cost burden" is defined by HUD as gross housing costs exceeding 30 percent of gross monthly income. A "severe cost burden" is defined as gross housing costs exceeding 50 percent of gross monthly income.

Income groups are based on the HUD-adjusted AMI. The AMI is based on the Stockton Metropolitan Statistical Area (MSA), encompassing all of San Joaquin County. In 1974, Congress defined "low income" and "very low income" for HUD rental programs as incomes not exceeding 80 and 50 percent, respectively, of the AMI, as adjusted by HUD.<sup>1</sup>

Table HE-24 shows the CHAS special tabulation data from the 2014-2018 ACS regarding the percentage of households with an excessive housing cost burden (greater than 30 percent) and severe cost burden (greater than 50 percent) by income group and tenure for Stockton, San Joaquin County, and California.

As shown in Table HE-24, 41.8 percent of all households in Stockton had an excessive housing cost burden in 2018. This rate is slightly higher than countywide (37.2 percent) and in California (39.5 percent). In Stockton, 21.0 percent of households had a severe housing cost burden in 2018 compared to 17.5 percent and 19.0 percent for San Joaquin County and California, respectively. As would be expected, housing cost burdens were more severe for households with lower incomes. Among lower-income households in Stockton (incomes less than or equal to 80 percent of the AMI), 75.0 percent of households had an excessive housing cost burden in 2018 compared to 15.8 percent of non-lower-income households. This rate of housing cost burden for lower-income households is slightly higher in Stockton than in San Joaquin County (72.0 percent) and California (70.0 percent). This data points to the need for more affordable housing units in Stockton to meet the needs of lower-income households.

Rates of housing cost burden were greater among low-income renter households than among low-income owner households for Stockton, San Joaquin County, and California. However, for non-lower-income renter households, rates of housing cost burden were lower than those of non-lower-income owner-occupied households. This trend was common across the city, county, and state. In Stockton, 79.4 percent of low-income renter households paid 30 percent or more of their monthly incomes for housing costs in 2018, compared to 63.5 percent of low-income owner households. Among moderate- and above moderate-income households, the percentage of owner households with excessive housing cost burdens was slightly higher than renter households (15.8 percent compared to 15.7 percent).

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<sup>1</sup> Statutory adjustments now include upper and lower caps for areas with low or high ratios of housing costs to income and, for each non-metropolitan county, a lower cap equal to its state's non-metropolitan average. Estimates of the median family income and the official income cutoffs for each metropolitan area and non-metropolitan county are based on the most recent Decennial Census results and updated each year by HUD. Each base income cutoff is assumed to apply to a household of four, and official cutoffs are further adjusted by household size.

**Table HE-24: Housing Cost Burden by Household Income Classification**

Stockton, San Joaquin County, and California, 2014-2018

		STOCKTON			SAN JOAQUIN COUNTY			CALIFORNIA		
		OWNERS	RENTERS	TOTAL	OWNERS	RENTERS	TOTAL	OWNERS	RENTERS	TOTAL
<b>Household Income &lt;= 80% MFI (Low-Income Households)</b>										
<b>Total Households</b>		<b>11,510</b>	<b>30,315</b>	<b>41,825</b>	<b>28,970</b>	<b>54,595</b>	<b>83,565</b>	<b>2,008,045</b>	<b>3,387,335</b>	<b>5,395,380</b>
Cost Burdened >30%	Number	7,305	24,080	31,385	17,935	42,250	60,185	1,222,400	2,556,085	3,778,485
	Percent	63.5%	79.4%	75.0%	61.9%	77.4%	72.0%	60.9%	75.5%	70.0%
Severely Cost Burdened >50%	Number	4,705	14,105	18,810	11,395	24,815	36,210	761,685	1,510,795	2,272,480
	Percent	40.9%	46.5%	45.0%	39.3%	45.5%	43.3%	37.9%	44.6%	42.1%
<b>Household Income &gt; 80% MFI (Moderate- and Above Moderate-Income Households)</b>										
<b>Total Households</b>		<b>33,720</b>	<b>19,645</b>	<b>53,365</b>	<b>97,130</b>	<b>46,035</b>	<b>143,165</b>	<b>5,077,390</b>	<b>2,492,665</b>	<b>7,570,055</b>
Cost Burdened >30%	Number	5,325	3,090	8,415	15,995	8,195	24,190	916,480	419,965	1,336,445
	Percent	15.8%	15.7%	15.8%	16.5%	17.8%	16.9%	18.1%	16.8%	17.65%
Severely Cost Burdened >50%	Number	920	265	1,185	2,615	835	3,450	161,640	34,230	195,870
	Percent	2.7%	1.3%	2.2%	2.7%	1.8%	2.4%	3.2%	1.4%	2.6%
<b>Total Households</b>										
<b>Total Households</b>		<b>45,230</b>	<b>49,960</b>	<b>95,190</b>	<b>126,100</b>	<b>100,630</b>	<b>226,730</b>	<b>7,085,435</b>	<b>5,880,000</b>	<b>12,965,435</b>
Cost Burdened >30%	Number	12,630	27,170	39,800	33,930	50,445	84,375	2,138,880	2,976,050	5,114,930
	Percent	27.9%	54.4%	41.8%	26.9%	50.1%	37.2%	30.2%	50.6%	39.5%
Severely Cost Burdened >50%	Number	5,625	14,370	19,995	14,010	25,650	39,660	923,325	1,545,025	2,468,350
	Percent	12.4%	28.8%	21.0%	11.1%	25.5%	17.5%	13.0%	26.3%	19.0%

Source: Stockton Data Packet, 2022 -- CHAS (2014-2018).

### Housing Cost and Affordability

Housing affordability can be inferred by comparing the cost of renting or owning a home in Stockton with the presumed maximum affordable housing costs for households at different income levels. This information can provide a picture of who can afford what size and type of housing. It can also indicate the type of households that would likely experience overcrowding or overpayment.

Housing affordability is based on AMI. According to HCD, the AMI for a four-person household in the San Joaquin County was \$85,000 in 2022. Income limits for larger or smaller households were higher or lower, respectively, and are calculated using a formula developed by HCD (see Table HE-25).

The following section compares the cost limits for affordable owner and rental housing by income limit as defined by the California Health and Safety Code.<sup>2</sup> The State income limits are used in affordable housing programs and projects. Because above moderate-income households

<sup>2</sup> Health and Safety Code Section 50052.5 establishes affordable housing cost, and Section 50053 establishes affordable rents.

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do not generally have problems locating affordable units, affordable housing is usually defined as units that are reasonably priced for low- and moderate-income households. The following list shows the definition of housing income limits.

- **Extremely Low-Income Household** is one whose combined income is between the floor set at the minimum Supplemental Security Income (SSI) and 30 percent of the AMI. A household of four is considered to be extremely low-income in Stockton if its combined income is \$27,750 or less for the year 2022.
- **Very Low-Income Household** is one whose combined income is at or between 31 and 50 percent of the AMI. A household of four is considered to be very low-income in Stockton if its combined income is between \$27,751 and \$41,400 for the year 2022.
- **Low-Income Household** is one whose combined income is at or between 50 and 80 percent of the AMI. A household of four is considered to be low-income in Stockton if its combined income is between \$41,401 and \$62,200 for the year 2022.
- **Moderate-Income Household** is one whose combined income is at or between 81 and 120 percent of the AMI. A household of four is considered to be moderate-income in Stockton if its combined income is between \$62,201 and \$102,000 for the year 2022.
- **Above Moderate-Income Household** is one that whose combined income is above 120 percent of the AMI. A household of four is considered to be above moderate-income in Stockton if its combined income exceeds \$102,001 for the year 2022.

**Table HE-25: HCD Household Income Limits**  
San Joaquin County, 2022

INCOME CATEGORIES	PERSONS PER HOUSEHOLD				
	1	2	3	4	5
Acutely Low (>30%)	\$8,950	\$10,200	\$11,500	\$12,750	\$13,750
Extremely Low-Income (30%)	\$17,400	\$19,900	\$23,030	\$27,750	\$32,470
Very Low-Income (50%)	\$29,000	\$33,150	\$37,300	\$41,400	\$44,750
Low-Income (80%)	\$46,350	\$53,000	\$59,600	\$66,200	\$71,500
Median-Income (100%)	\$59,500	\$68,000	\$76,500	\$85,000	\$91,800
Moderate-Income (120%)	\$71,400	\$81,600	\$91,800	\$102,000	\$110,150

Source: HCD Memorandum: May 13, 2022, <https://www.hcd.ca.gov/docs/grants-and-funding/inc2k22.pdf>

Table HE-26 shows the 2022 HCD-defined household income limits for extremely low-, very low-, low-, and moderate-income households in the Stockton MSA by the number of persons in the household. It also shows maximum affordable monthly rents and maximum affordable purchase prices for homes. For example, a three-person household was classified as low-income (80 percent of median) with an annual income of up to \$59,600 in 2022. A household with this income could afford to pay a monthly gross rent (not including utilities) of up

to \$1,490 or could afford to purchase a house priced at or below \$243,455.

**Table HE-26: Ability to Pay for Housing based on HCD Income Limits<sup>1</sup>**  
**San Joaquin County, 2022**

NUMBER OF PERSONS	1	2	3	4	5
<b>Extremely Low-Income Households at 30% of 2022 Area Median Income</b>					
Income Level	\$17,400	\$19,900	\$23,030	\$27,750	\$32,470
Max. Monthly Gross Rent <sup>2</sup>	\$435	\$498	\$576	\$694	\$812
Max. Purchase Price <sup>3</sup>	\$71,076	\$81,288	\$94,073	\$113,354	\$132,634
<b>Very Low-Income Households at 50% of 2022 Area Median Income</b>					
Income Level	\$29,000	\$33,150	\$37,300	\$41,400	\$44,750
Max. Monthly Gross Rent <sup>2</sup>	\$725	\$829	\$933	\$1,035	\$1,119
Max. Purchase Price <sup>3</sup>	\$118,460	\$135,412	\$152,364	\$169,111	\$182,795
<b>Low-Income Households at 80% of 2022 Area Median Income</b>					
Income Level	\$46,350	\$53,000	\$59,600	\$66,200	\$71,500
Max. Monthly Gross Rent <sup>2</sup>	\$1,159	\$1,325	\$1,490	\$1,655	\$1,788
Max. Purchase Price <sup>3</sup>	\$189,331	\$216,495	\$243,455	\$270,415	\$292,064
<b>Median-Income Households at 100% of 2022 Area Median Income</b>					
Income Level	\$59,500	\$68,000	\$76,500	\$85,000	\$91,800
Max. Monthly Gross Rent <sup>2</sup>	\$1,488	\$1,700	\$1,913	\$2,125	\$2,295
Max. Purchase Price <sup>3</sup>	\$243,046	\$277,767	\$312,488	\$347,209	\$374,986
<b>Moderate-Income Households at 120% of 2022 Area Median Income</b>					
Income Level	\$71,400	\$81,600	\$91,800	\$102,000	\$110,150
Max. Monthly Gross Rent <sup>2</sup>	\$1,785	\$2,040	\$2,295	\$2,550	\$2,754
Max. Purchase Price <sup>3</sup>	\$291,656	\$333,321	\$374,986	\$416,651	\$449,942

<sup>1</sup> Incomes based on HCD's 2022 San Joaquin County Median Family Income for four persons: \$85,000.

<sup>2</sup> Assumes that 30 percent of income is available for either: monthly rent, including utilities; or mortgage payment, taxes, mortgage insurance, and homeowners' insurance.

<sup>3</sup> Affordability estimates do not include utility costs.

Notes: Total affordable mortgage based on a 5 percent down payment, an annual 6.25 percent interest rate, 30-year mortgage, and monthly payment equal to 30 percent of income.

Source: HCD Memorandum: May 13, 2022, <https://www.hcd.ca.gov/docs/grants-and-funding/inc2k22.pdf>

Table HE-27 shows HUD-defined fair market rent levels (FMR) for the Stockton MSA for 2022. In general, the FMR for an area is the amount that would be needed to pay the gross rent (shelter rent plus utilities) of privately owned, decent, safe, and sanitary rental housing of a modest (non-luxury) nature with suitable amenities. FMRs are housing market-wide estimates of rents that provide opportunities to rent standard quality housing throughout the geographic area in which rental housing units are in competition. The rents are drawn from the distribution of rents of all units that are occupied by recent movers. Adjustments are made to exclude public housing units, newly built units, and substandard units.

HUD uses FMRs for a variety of purposes: FMRs determine the eligibility of rental housing units for the Section 8 Housing Assistance Payments program; Section 8 Rental Certificate program participants cannot rent units whose rents exceed the FMRs; and FMRs also serve as the payment standard used to calculate subsidies under the Rental Voucher program.

Comparing the current FMR levels to Table HE-27, a three-person household classified as low-income (between 51 and 80 percent of median) with an annual income of up to \$59,600 could afford to pay \$1,490 monthly gross rent (not including utilities). The 2022 FMR for a two-

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bedroom unit is \$1,137 which is affordable to the household, assuming such a unit was available in Stockton. However, a three-person very low-income household (\$37,300) could afford to pay only \$933, which is below the 2022 FMR amount.

Since the FMR levels apply to the entire Stockton MSA (i.e., San Joaquin County) residents of communities with higher rental rates are likely to find that there is a limited supply of rental units at the regional FMR levels. The lack of affordability would be even worse for the very low-income household mentioned previously if the household has to spend more than the FMR amount to rent a unit in Stockton.

**Table HE-27: HUD Fair Market Rent  
Stockton MSA, 2022**

BEDROOMS IN UNIT	2020 FMR
Studio	\$899
1 Bedroom	\$904
2 Bedrooms	\$1,137
3 Bedrooms	\$1,607
4 Bedrooms	\$1,847

Source: U.S Department of Housing and Urban Development (HUD) User Data: 2022 FY FMR Geography Summary for San Joaquin County, California, 2022

**Table HE-28: Median Home Value**

	CITY OF STOCKTON	SAN JOAQUIN COUNTY	CITY % OF COUNTY	CALIFORNIA	CITY % OF STATE
Median Value (Dollars)	\$298,200	\$367,900	81.1%	\$538,500	55.4%

Source: U.S. Census Bureau, ACS 2016-2020 (5-year Estimates), Table B25077

**Table HE-29: Median Housing Value Over Time (Owner-Occupied)**

	1980	1990	2000	2010	2020
Median Value (Dollars) of Owner Occupied Homes	\$55,500	\$106,700	\$117,500	\$276,600	\$298,200
Percentage Change		92.3%	10.1%	135.4%	7.8%

Source: U.S. Census Bureau, Census 1980(ORG STF1), 1990(STF3), 2000(SF3); ACS 2006-2010, 2016-2020 (5-year Estimates), Table B25077

### Housing Values and Median Sales Price

Table HE-28 shows the median home values according to 2016-2020 ACS, adjusted for inflation. The median home value in Stockton was lower than the county and state. The median home value in Stockton was 81.1 percent of the San Joaquin County median home value, and 55.4 percent of the state median home value.

Table HE-29 shows the median home value in Stockton in 1980, 1990, 2000, 2010, and 2020. The median home value in Stockton increased most dramatically between 1980 and 1990 (92.3 percent) and between 2000 and 2010 (135.4 percent). In contrast, median home value grew more slowly between 1990 and 2000 (10.1 percent) and between 2010 and 2020 (7.8 percent).

According to Redfin, as of November 2022, the median sales price in Stockton was \$420,000 for all home types.

**Rental Costs**

Table HE-30 contains data on an apartment rental survey conducted in October 2022 provided by Zillow. The average rent for a three-bedroom, the most common unit size in Stockton according to the rent survey, requires an annual household income of approximately \$102,000 to cover the \$2,357 monthly rent. Based on the HCD income limits, the average apartment is affordable to a moderate-income household of four or five persons (120 percent of the AMI).

Additionally, Zillow provides data on average median rent for all home types. According to Zillow, the median rent for apartments and condos in the rental market in Stockton is \$1,483 with 97 available rentals as of October 12, 2022. The price range for apartments is between \$1,850 and \$2,437. Stockton’s median rent was 26.0 percent lower than the median rent in the neighboring city of Lodi. The data demonstrates that Stockton may have units affordable to lower-income households; however, may need more rental housing, particularly housing affordable to extremely low-income and very low-income households.

**Table HE-30: Average Rental Rates  
Stockton, October 2022**

UNIT SIZE	2022
Studio	\$1,183
1-Bedroom	\$1,338
2-Bedroom	\$1,615
3-Bedroom	\$2,357
4- Bedroom	\$2,624
<b>Average</b>	<b>\$1,823</b>

Source: Zillow, October 2022.

**SPECIAL HOUSING NEEDS**

Within the general population of Stockton, there are several groups of people who have special housing needs. These needs can make it difficult for members of these groups to locate suitable housing. The following subsections discuss the special housing needs of six groups identified in State housing element law: the elderly; persons

with disabilities, including developmental disabilities; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter. In addition to these six groups, the section also discusses the housing needs of extremely low-income households and persons living with AIDS and related diseases. Where possible, estimates of the population or number of households in Stockton belonging to each group are shown.

**SENIOR HOUSEHOLDS**

Seniors are defined as persons 65 years and older, while senior households are those households headed by a person 65 years and older. Seniors often face unique housing problems. While many may own their homes outright, fixed retirement incomes may not always be adequate to cover rising utility rates and insurance. Also, many elderly homeowners do not have sufficient savings to finance the necessary repair costs. This is a situation commonly described as “house-rich and cash-poor.”

Table HE-31 shows information on the number of seniors, the number of senior households, and senior households by housing tenure in Stockton, San Joaquin County, and California in 2020. Seniors represented 6.6 percent of the population in Stockton in 2020, compared to 6.9 percent of the population countywide, and 8.1 percent of the population in California. Because of smaller household sizes, senior households as a percentage of all households, is higher. Senior households represented 21.6 percent of all households in Stockton, 22.5 percent countywide, and 24.4 percent in California. Senior households have a high homeownership rate; 68.0 percent of senior households in Stockton, 74.4 percent of senior households in San Joaquin County, and 73.2 percent of senior households in California were owner-occupied in 2020. Senior households represented 29.5 percent of all owner-occupied households in Stockton and 13.8 percent of all renter households.



**Table HE-31: Senior Populations and Households**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Population</b>						
<b>TOTAL POPULATION</b>	<b>311,103</b>	<b>-</b>	<b>751,615</b>	<b>-</b>	<b>39,346,023</b>	<b>-</b>
Total Persons 65 years and older	20,606	6.6%	51,927	6.9%	3,198,850	8.1%
<b>Households</b>						
<b>TOTAL HOUSEHOLDS</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100.0%</b>
Owner	47,481	49.9%	133,381	57.7%	7,241,318	55.3%
Renter	47,755	50.1%	97,711	42.3%	5,861,796	44.7%
Senior-Headed Households	20,606	100.0%	51,927	100.0%	3,198,850	100.0%
Owner	14,012	68.0%	38,627	74.4%	2,340,689	73.2%
Renter	6,594	32.0%	13,300	25.6%	858,161	26.8%
Seniors as % of all Households	-	21.6%	-	22.5%	-	24.4%
% of Owner households headed by a senior	-	29.5%	-	29.0%	-	32.3%
% of Renter households headed by a senior	-	13.8%	-	13.6%	-	14.6%

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

While some seniors may prefer to live in single-family detached homes, others desire a smaller, more affordable home with less upkeep, such as condos, townhouses, apartments, or mobile homes. In general, most senior households consist of a single elderly person living alone, or a couple. Housing developments for senior households should contain greater proportions of smaller housing units than projects intended for the general population.

Some seniors have the physical and financial ability to continue driving well into their retirement; however, those who cannot or choose not to drive must rely on alternative forms of transportation. This includes not only bus routes, rail lines, and ride-sharing programs, but also safe, walkable neighborhoods. To accommodate transit access in senior housing, it must be located near transit centers, and in neighborhoods that cater to pedestrians by providing well-lit, wide, shaded sidewalks, clearly

marked crosswalks, and longer walk signals at intersections.

As shown in Table HE-32, senior households tend to have lower incomes, as compared with all households throughout California, including in San Joaquin County and Stockton. Senior households earning less than \$25,000 comprise 29.6 percent of all households in Stockton, 26.3 percent of all households countywide, and 24.0 percent of all households statewide.

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**Table HE-32: Senior Household Income Distribution**

Stockton, San Joaquin County, and California, 2020

INCOME	STOCKTON				SAN JOAQUIN COUNTY				CALIFORNIA			
	SENIOR HOUSEHOLDS		ALL HOUSEHOLDS		SENIOR HOUSEHOLDS		ALL HOUSEHOLDS		SENIOR HOUSEHOLDS		ALL HOUSEHOLDS	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Less than \$25,000	6,102	29.6%	19,539	20.5%	13,667	26.3%	38,609	16.7%	767,317	24.0%	2,031,760	15.5%
\$25,000-\$39,999	3,259	15.8%	13,928	14.6%	7,516	14.5%	28,083	12.2%	436,153	13.6%	1,369,810	10.5%
\$40,000-\$59,999	3,133	15.2%	15,467	16.2%	8,868	17.1%	34,620	15.0%	456,669	14.3%	1,720,812	13.1%
\$60,000-\$99,999	3,947	19.2%	21,835	22.9%	10,525	20.3%	53,415	23.1%	635,254	19.9%	2,779,019	21.2%
\$100,000 or more	4,165	20.2%	24,467	25.7%	11,351	21.9%	76,365	33.0%	903,457	28.2%	5,201,713	39.7%
<b>Total</b>	<b>20,606</b>	<b>100.0%</b>	<b>95,236</b>	<b>100%</b>	<b>51,927</b>	<b>100.0%</b>	<b>231,092</b>	<b>100%</b>	<b>3,198,850</b>	<b>100.0%</b>	<b>13,103,114</b>	<b>100%</b>

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B19037

## PERSONS WITH DISABILITIES

Table HE-33 shows information from the 2020 ACS 5-Year Estimates (2016-2020) on the disability status and types of disabilities by age group for persons five years and older in Stockton, San Joaquin County, and California. As shown in the table, 14.6 percent of the total population in Stockton five years and older had one or more disabilities in 2020, compared 13.3 percent countywide, and 8.0 percent in California. In terms of the three age groups shown in the table, 5.3 percent of the city's population 5 to 17 years of age, 12.5 percent of the population 18 to 64 years of age, and 40.7 percent of seniors (65 years and older) had one or more disabilities in 2020. The percentage of individuals with a disability is higher for all three age groups in

Stockton compared to San Joaquin County and California.

Table HE-33 also provides information on the nature of these disabilities. The total number of disabilities shown for all age groups in Stockton (85,544) exceeds the number of persons with disabilities (41,707) because a person can have more than one disability. Among school-age children, the most frequent disability was cognitive (48.6 percent). For persons ages 18 to 64 years, the most frequent disabilities were ambulatory (27.4 percent), cognitive (23.2 percent), and independent living (20.8 percent). Finally, for seniors, ambulatory and independent living disabilities were the most frequent (29.2 and 21.6 percent, respectively).

**Table HE-33: Disability Status and Types of Disabilities by Age Group, Persons Five Years and Older**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Population 5 to 17 years</b>						
Persons age 5 to 17 years	63,462	-	150,947	-	6,534,036	
Persons age 5 to 17 years with a disability	3,377	5.3%	6,768	4.5%	289,883	4.4%
<b>Total disabilities tallied</b>	<b>4,628</b>	<b>100.00%</b>	<b>9,008</b>	<b>100.0%</b>	<b>407,003</b>	<b>100.0%</b>
Hearing	343	7.4%	582	6.5%	33,872	8.3%
Vision	555	12.0%	925	10.3%	51,363	12.6%
Cognitive	2,250	48.6%	4,823	53.5%	215,338	52.9%
Ambulatory	597	12.9%	1,024	11.4%	35,249	8.7%
Self-Care	883	19.1%	1,654	18.4%	71,181	17.5%
<b>Population 18 to 64 years</b>						
Persons age 18 to 64 years	185,547	-	444,781	-	27,586,271	
Persons age 18 to 64 years with a disability	23,155	12.5%	48,181	10.8%	1,944,580	7.0%
<b>Total disabilities tallied</b>	<b>44,809</b>	<b>100.0%</b>	<b>90,284</b>	<b>100.0%</b>	<b>3,525,445</b>	<b>100.0%</b>
Hearing	3,348	7.5%	8,351	9.2%	356,388	10.1%
Vision	4,879	10.9%	9,751	10.8%	374,002	10.6%
Cognitive	10,398	23.2%	20,549	22.8%	844,846	24.0%
Ambulatory	12,287	27.4%	23,972	26.6%	855,712	24.3%
Self-Care	4,581	10.2%	8,956	9.9%	360,887	10.2%
Independent Living	9,316	20.8%	18,705	20.7%	733,610	20.8%

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	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Population 65 years and over</b>						
Persons 65 years and over	37,277	-	92,839	-	5,548,424	-
Persons 65 years and over with a disability	15,175	40.7%	36,490	39.3%	920,600	16.6%
<b>Total disabilities tallied</b>	<b>36,107</b>	<b>100.0%</b>	<b>82,261</b>	<b>100.0%</b>	<b>4,294,971</b>	<b>100.0%</b>
Hearing	5,663	15.7%	14,391	17.5%	744,976	17.3%
Vision	3,235	9.0%	6,628	8.1%	343,295	8.0%
Cognitive	4,899	13.6%	9,967	12.1%	525,785	12.2%
Ambulatory	10,558	29.2%	25,007	30.4%	1,227,804	28.6%
Self-Care	3,943	10.9%	9,289	11.3%	532,511	12.4%
Independent Living	7,809	21.6%	16,979	20.6%	920,600	21.4%
<b>Total Population 5 years and over</b>						
Persons 5 years and over	286,286	-	688,567	-	39,668,731	-
Persons 5 years and over with a disability	41,707	14.6%	91,439	13.3%	3,155,063	8.0%
<b>Total disabilities tallied</b>	<b>85,544</b>	<b>100.0%</b>	<b>181,553</b>	<b>100.9%</b>	<b>8,298,600</b>	<b>100.0%</b>
Hearing	9,354	10.9%	23,324	12.8%	1,135,236	13.7%
Vision	8,669	10.1%	17,304	9.5%	768,660	9.3%
Cognitive	17,547	20.5%	35,339	19.5%	1,585,969	19.1%
Ambulatory	23,442	27.4%	50,003	27.5%	2,118,765	25.5%
Self-Care	9,407	11.0%	19,899	11.0%	964,579	11.6%
Independent Living	17,125	20.0%	37,338	20.6%	1,725,391	20.8%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020).

Persons with disabilities in Stockton have different housing needs depending on the nature and severity of the disability. Physically disabled persons generally require modifications to their homes such as wheelchair ramps, elevators, wide doorways, and modified fixtures and appliances. If a disability prevents a person from driving, then access to public transportation is particularly important. If a disability prevents an individual from working or limits income, then the cost of housing and the costs of modifications are likely to be even more challenging. Those individuals with severe physical or mental disabilities may also require supportive housing, nursing facilities, or care facilities. In addition, many persons with disabilities rely solely on Social Security Income, which is insufficient for market-rate housing.

The City of Stockton has adopted the 2019 California Existing Building Code, including Title 24 regulations dealing with accessibility for persons with disabilities. Newer housing shall meet minimum standards for access for persons with disabilities. One of the key needs for persons with disabilities is assistance in retrofitting older homes.

### Persons with Developmental Disabilities

According to Section 4512 of the Welfare and Institutions Code, “developmental disability” means a disability that originates before an individual attains 18 years of age, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual. It includes intellectual disabilities, cerebral palsy, epilepsy, and autism. This term

also includes disabling conditions found to be closely related to intellectual disability or to require treatment similar to that required for individuals with intellectual disabilities but does not include other conditions that are solely physical in nature. Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

According to the California Department of Developmental Services, as of April 2022, the Valley Mountain Regional Center served 16,443 residents with developmental disabilities in the region and 5,387 residents in Stockton. Of the total in the region, 54.7 percent of disabled persons are under the age of 18, and 45.3 percent are 18 or older (Table HE-34). A significant number of developmentally disabled Stockton residents receiving services from the Valley Mountain Regional Center lived in group home facilities (10.2 percent of adults). Most developmentally disabled individuals lived at home (76.8 percent). Many developmentally disabled persons are able to live and work independently. However, more severely disabled individuals require a group living environment with supervision, or an institutional environment with medical attention and physical therapy. Because developmental disabilities exist before adulthood, the first housing issue for the developmentally disabled is the transition from living with a parent/guardian as a child to an appropriate level of independence as an adult.

### Table HE-34: Developmental Disability by Age Group

Stockton<sup>1</sup>, April 2022

AGE GROUP	NUMBER	PERCENTAGE
00-17 years	2,946	54.7%
18 years	2441	45.3%
<b>Total</b>	<b>5,387</b>	<b>100.00%</b>

Source: California Department of Developmental Services, April 2022.

## LARGE FAMILIES/HOUSEHOLDS

HUD defines a large household or family as consisting of five or more members. The most critical housing need of large families is access to larger housing units with more bedrooms than a standard two- or three-bedroom dwelling. Multifamily rental housing units typically provide one or two bedrooms and not the three or more bedrooms that are required by large families. As a result, the large families that are unable to rent single-family homes may be overcrowded in smaller units. In general, housing for families should provide safe outdoor play areas for children and should be located to provide convenient access to schools and childcare facilities.

Table HE-35 shows the number and share of large households in Stockton, San Joaquin County, and California in 2020. As shown in the table, 20.5 percent of all households in Stockton had five or more persons. Large households made up 20.5 percent of all owner-occupied households and 21.8 percent of all renter households in Stockton in 2020. The percentage of large households among all households in Stockton was larger than the percentages countywide (19.6 percent) and in California (13.8 percent).

**Table HE-35: Large Households**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
<b>Owner-Occupied</b>						
Less than 5 Persons	37,768	79.5%	108,541	81.4%	6,239,598	86.2%
5+ Persons	9,713	20.5%	24,840	18.6%	1,001,720	13.8%
<b>TOTAL</b>	<b>47,481</b>	<b>100.0%</b>	<b>133,381</b>	<b>100.0%</b>	<b>7,241,318</b>	<b>100.0%</b>
<b>Renter-Occupied</b>						
Less than 5 Persons	37,323	78.2%	77,230	79.0%	5,053,998	86.2%
5+ Persons	10,432	21.8%	20,481	21.0%	807,798	13.8%
<b>TOTAL</b>	<b>47,755</b>	<b>100.0%</b>	<b>97,711</b>	<b>100.0%</b>	<b>5,861,796</b>	<b>100.0%</b>
<b>All Households</b>						
Less than 5 Persons	75,091	78.8%	185,771	80.4%	100.0%	86.2%
5+ Persons	20,145	21.2%	45,321	19.6%	1,809,518	13.8%
<b>TOTAL</b>	<b>95,236</b>	<b>100.0%</b>	<b>231,092</b>	<b>100.0%</b>	<b>13,103,114</b>	

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

## FEMALE-HEADED HOUSEHOLDS

Table HE-36 compares the number of female-headed households with children and poverty rates in Stockton, San Joaquin County, and California in 2020. Stockton has a greater proportion of single female-headed households

with children under the age of 18 (8.1 percent of all households) compared to countywide (5.8 percent) and statewide (4.7 percent). Among all households below the poverty level, female-headed households account for a greater proportion in Stockton (28.9 percent) in comparison to San Joaquin County as a whole (25.6 percent) and California (21.5 percent).

**Table HE-36: Female-Headed Households**  
Stockton, San Joaquin County, and California, 2020

	STOCKTON		SAN JOAQUIN COUNTY		CALIFORNIA	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Householder Type</b>						
Total Households	95,236	100.00%	231,092	100.00%	13,103,114	100.00%
Female-Headed Households	28,814	30.3%	58,087	25.14%	3,430,426	26.2%
Female-Headed Households with Children <18 Years	7,715	8.1%	13,427	5.8%	615,734	4.7%
<b>Poverty Status</b>						
Total Households Below Poverty Level	9,432	13.7%	18,652	10.8%	806,599	9.0%
Female-Headed Households Below Poverty Level	5,239	28.9%	8,916	25.6%	364,236	21.5%

Source: Stockton Data Packet, 2022 -- U.S. Census Bureau, American Community Survey 5-Year Estimates (2016-2020)

Female-headed households generally have lower incomes because there is only one potential wage earner. Individuals in this special-needs group often have more difficulties finding adequate, affordable housing than families with two adults. Female-headed households with small children may need to pay for childcare, which further reduces disposable income. This special-needs group will benefit generally from expanded affordable housing opportunities. More specifically, the need for dependent care also makes it important that housing for single-headed families be located near childcare facilities, schools, youth services, and medical facilities.

### FARMWORKERS

Farmworkers are an essential component of Stockton's economy. Determining the number of farmworkers in a region is difficult due to the variability of the definitions used by government agencies and other characteristics of the farming industry, such as seasonal workers who migrate from place to place. A source of information on the number of families with school-age children is the San Joaquin County Office of Education (SJOE). According to the SJOE Department of Migrant Education, as of 2023, there are 885 migrant students in Stockton. However, not all farmworkers in Stockton have school-age children, and not all school-age children from migrant farmworker families are enrolled in the migrant education program.

Another source is the U.S. Census of Agriculture, which is conducted every five years and gives the most recent estimate on the number and type of farmworkers in San Joaquin County. The most recent U.S. Census of Agriculture data is from 2017. The Census has shown changes in the farmworker population over time. In 2012, 24,872 farmworkers were employed in the county. In 2017, 19,741 farmworkers worked in San Joaquin County, which is a significant decrease from 2012.

Housing conditions for migrant farmworkers are substantially different from the housing conditions of permanent residents employed full-time or part-time in agriculture. Since migrant farmworkers frequently move locations, they are typically renters. Additionally, migrant farmworkers earn a low income. This forces the farmworking community to compete for the lowest-cost housing, which is typically substandard. Most rental units available to migrant farmworkers are small; however, most farmworking families are above average in size. To afford the high rents that result from low vacancy rates, particularly at the height of the migrant worker season in the county, migrant workers often share rooms and housing units. As a result, housing affordability and overcrowding are critical issues among this special-needs group.

The San Joaquin County Housing Element contains numerous policies and programs to address the needs of farmworkers. A major policy approach in San Joaquin County is to encourage farmworker housing in the unincorporated county's agricultural zones. This reduces farmworkers' commute times, decreases transportation expenses, and provides more affordable housing options. While the City supports the efforts to provide farmworker housing, it is primarily the County's role to provide this housing. The City has included Program 26 to continue to work with the County and via Program 15 will ensure the Development Code is up to date to allow employee housing including housing for farmworkers consistent with State law.

The decline in grower-provided worker shelter resulted in the State government directing resources to farmworker housing through State-owned and local government-operated migrant labor camps. The Housing Authority of San Joaquin County operates three of these State-owned migrant camps totaling 220 units. This housing is available annually from May through the end of October. Day care centers are

provided for farmworkers, as well as services from the Employment Development Department, the Social Security Administration, and education and health care services. During the off-season, one of the migrant camps in French Camp is also used as a cold weather overflow homeless shelter for families (from mid-December through mid-March).

### PERSONS IN NEED OF EMERGENCY SHELTER

Homelessness is a continuing concern in California. Most families become homeless because they are unable to afford housing in a particular community. Nationwide, about half of those experiencing homelessness over the course of a year are single adults. Most enter and exit the system fairly quickly. The remainder essentially lives in the homeless assistance system, or in a combination of shelters, hospitals, on the streets, or in jails and prisons. There are also single homeless people who are not adults, including runaway and “throwaway” youth (children whose parents will not allow them to live at home).

The housing needs of homeless persons are more difficult to measure and assess than those of other population subgroups. Since these individuals have no permanent address, they are not likely to be counted in the Census.

The most recent information available on homeless individuals is a “point-in-time” (PIT) count that was conducted by the San Joaquin County Community Development Department and the Central Valley Low Income Housing Corporation in late January 2022 (Table HE-37). The PIT count was conducted in the cities of Stockton, Tracy, Lodi, and Manteca because the majority of homeless services are provided in these larger cities.

The 2022 PIT count reports a total of 2,319 individuals experiencing homelessness in San Joaquin County – about an 18.0 percent increase from the 2015 PIT count. While the results suggest there has been an increase in the number of unsheltered homeless, the increase may also be a result of a more complete and rigorous unsheltered count. Of the total 2,319 individuals, 41.6 percent were sheltered, while 58.4 percent were unsheltered. Among the total homeless persons counted, 38.4 percent were unsheltered males and 19.8 percent were unsheltered females. The majority of persons counted were Caucasian (63.1 percent) and 24 years or older (81.7 percent). A total of 329 persons ages 18 years or younger were counted (14.2 percent). Adults with serious mental illness accounted for 24.5 percent of the total homeless persons counted. Chronically homeless persons made up 34.9 percent of the total. These figures demonstrate the typical demographics of a homeless individual in San Joaquin County is a single, Caucasian male age 24 years or older.

**Table HE-37: Homeless Population Survey**  
San Joaquin County, June 2022

	SHELTERED		UNSHELTERED		TOTAL	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
<b>Total Households and Persons</b>						
Total Households	637	32.0%	1,355	68.0%	1,992	100.0%
<b>TOTAL PERSONS</b>	<b>964</b>	<b>41.6%</b>	<b>1,355</b>	<b>58.4%</b>	<b>2,319</b>	<b>100.0%</b>
<b>Gender</b>						
Female	432	18.6%	459	19.8%	891	38.4%
Male	530	22.9%	891	38.4%	1,421	61.3%



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	SHELTERED		UNSHELTERED		TOTAL	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Gender Non-Conforming (i.e., not exclusively male or female)	1	0.0%	0	0.0%	0	0.0%
<b>Ethnicity</b>						
Hispanic/Latino	315	13.6%	411	17.7%	726	31.3%
Non- Hispanic/Latino	649	28.0%	944	40.7%	1,593	68.7%
<b>Race</b>						
Caucasian	533	23.0%	930	40.1%	1,463	63.1%
Black or African-American	248	10.7%	271	11.7%	519	22.4%
Asian	31	1.3%	35	1.5%	66	2.8%
American Indian or Alaska Native	26	1.1%	23	1.0%	49	2.1%
Native Hawaiian or Other Pacific Islander	19	0.8%	7	0.3%	26	1.1%
Multiple Races	107	4.6%	89	3.8%	196	8.5%
<b>Age</b>						
18 years or younger	328	14.1%	1	0.0%	329	14.2%
18 to 24 years	64	2.8%	32	1.4%	96	4.1%
24 years and older	572	24.7%	1,322	57.0%	1,894	81.7%
<b>Family Type</b>						
Persons in households with at least one adult and one child	487	21.0%	0	0.00%	487	21.0%
Persons in households with only children	2	0.1%	1	0.04%	3	0.1%
Persons in households without children	475	20.5%	1,354	58.39%	1,829	78.9%
Adults with Serious Mental Illness	118	5.1%	449	19.4%	567	24.5%
Substance Use Disorder	162	7.0%	440	19.0%	602	26.0%
Victims of Domestic Violence	22	0.9%	10	0.4%	32	1.4%
Persons with HIV/AIDS	1	0.0%	9	0.4%	10	0.4%
Veterans	1	0.0%	0	0.0%	1	0.0%
Chronically Homeless	153	6.6%	656	28.3%	809	34.9%

<sup>1</sup> These statistics are self-reported and are typically underreported.

Source: San Joaquin Continuum of Care PIT Count, June 2022.

The City of Stockton participates in the Continuum of Care (CoC), which is a comprehensive, three-fold approach, to meet the needs of the City's homeless. The first tier is emergency shelter and short-term housing, the second tier is transitional housing, and the third tier is permanent affordable housing. To address the problem of homelessness effectively, the City uses a comprehensive approach that combines these shelter and housing facilities with support services to address the needs of each of the sub-

populations within the homeless population. Treatment of mental illness and substance abuse, counseling and protection for domestic violence victims, the provision of job training, and intensive case management are critical to reducing homelessness. The goal of a comprehensive homeless service system is to ensure that homeless individuals and families move from homelessness to self-sufficiency, permanent housing, and independent living.

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In addition, the City works with San Joaquin County in administering the Shelter Plus Care Program to provide special supportive housing for persons with disabilities and for homeless individuals. City staff meets on a regular basis with staff of other local agencies to identify local issues and discuss appropriate programming of services for homeless persons and those individuals with special needs. The Shelter Plus Care Program is designed to provide housing and supportive services on a long-term basis for homeless persons with disabilities, primarily those with serious mental illnesses, chronic problems with alcohol and/or drugs, AIDS, or related diseases who are living in places not intended for human habitation or in emergency shelters.

### Overnight and Emergency Shelters

Table HE-38 summarizes overnight and emergency shelter facilities available in San Joaquin County, including Stockton, the bed capacity, and the characteristics of clients they serve. The majority of facilities serve unaccompanied males and females, adult couples without children, and single-parent and two-parent families. The Women’s Center – Youth and Family Services (YFS) Safe House is the only shelter that specifically serves unaccompanied youth under 18. Stockton Shelter for the Homeless (SSH) and Gospel Center Rescue Mission (GCRM) have the greatest capacity at 357 and 240 beds, while the remaining shelters have an average capacity of 30 beds.

**Table HE-38: Overnight and Emergency Facilities  
San Joaquin County, 2022**

FACILITY/PROVIDER	LOCATION	DESCRIPTION
Gospel Center Rescue Mission (GCRM)	Stockton	GCRM operates an emergency shelter for up to 100 homeless men, women, and children. GCRM also operates a Recuperative Care Program (RCP) that provides 24-hour shelter beds for people who are too well to be in the hospital, but too sick to recuperate on the streets. The RCP has up to 50 beds.
Stockton Shelter for the Homeless (SSH)	Stockton	SSH provides temporary shelter for single adults and families. The shelter can house up to 357 people in its two facilities and HOPW (Housing Opportunities for Persons with Aids) homes. The shelter assists clients in obtaining permanent housing.
Women’s Center - Youth and Family Services, Safe House	Stockton	Safe House offers up to 21 days of shelter and supportive services for runaway, throwaway, and homeless youth ages 12-17. This facility can assist up to 10 youth at a given time plus their children.
Haven of Peace	French Camp	The Haven of Peace is a two-week shelter for women and their children with the capacity to house 35 individuals, including both adults and children. The shelter offers management, a variety of classes to residents such as life skills, parenting, budgeting, and computer classes. Residents are referred to other agencies for assistance with domestic violence, substance abuse, mental health, and other issues. There is a possibility of extending the stay for up to six months if residents work with their case manager and are reaching goals toward achieving self-sufficiency.
Hope Family Shelter	Manteca	The Hope Family Shelter can house 8 families. Food, clothing, utilities, and counseling are provided.
Raymus House (Hope Family Shelter)	Manteca	An emergency shelter that services up to 10 families consisting of women and children who have been displaced for up to 60-90 days. Women may bring their children, girls ages 0-18 and boys 0-12.
Hope Harbor Shelter	Lodi	Hope Harbor is the largest shelter in Lodi, which can accommodate women with children, men, and single-family units. It is also the only shelter in the area that can house single fathers with children. Clients may stay 56 nights per calendar year with an option for a 28-day extension should they enter into case management.
Lodi House	Lodi	Lodi House is a shelter for women and their children. The facility houses approximately seven adults and their children.
McHenry House	Tracy	The McHenry House provides shelter and meals for single women, women with children, and couples, up to 18 people for a maximum stay of 15 days. The shelter typically serves seven families at a time.
Women’s Center - Family and Youth Services, Serenity House	Tracy	Serenity House is an emergency shelter for battered women and their children. Serenity House offers a comprehensive 60-day program with the capacity to serve up to 12 women and their children at a given time.

Source: PlaceWorks; contacted agency or facility, October 2022.

## Transitional Housing

For many, transitional housing, long-term rental assistance, and/or greater availability of low-income rental units are also needed. Transitional housing is usually in buildings configured as rental housing developments but operate with State programs that require the unit to be cycled to other eligible program recipients after some predetermined amount of time. Supportive housing has no limit on length of stay and is linked to on-site or off-site services that assist the resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live well and work in the community.

Transitional housing programs provide extended shelter and supportive services for homeless individuals and/or families with the goal of helping them live independently and transition into permanent housing. Some programs require that the individual/family transition from a short-term emergency shelter. The length of stay varies considerably by program but is generally longer than two weeks and can last up to 60 days or more. In many cases, transitional housing programs will provide services for up to two years

or more. The supportive services may be provided directly by the organization managing the housing or by other public or private agencies in a coordinated effort with the housing provider. Transitional housing/shelter is generally provided in apartment-style facilities with a higher degree of privacy than short-term homeless shelters, may be provided at no cost to the resident, and may be configured for specialized groups within the homeless population, such as people with substance abuse problems, mental illness, victims of domestic violence, veterans, or those with AIDS/HIV.

There are several transitional or supportive housing programs offered in San Joaquin County, mostly in the city of Stockton. As shown in Table HE-39, transitional and permanent supportive housing programs are being provided by Central Valley Low Income Housing Corporation (CVLIHC), New Directions, Women's Center – Youth and Family Services, Gospel Center Rescue Mission, Dignity's Alcove, Stockton Shelter for the Homeless, Lutheran Social Services, and HOPE Family Shelter.

**Table HE-39: Transitional and Permanent Supportive Housing**  
San Joaquin County, 2022

FACILITY/PROVIDER	LOCATION	DESCRIPTION
Central Valley Low Income Housing Corporation (CVLIHC)	Stockton and various locations throughout the county	CVLIHC provides transitional housing for homeless families with children. CVLIHC operates a scattered site program throughout San Joaquin County with participants having the primary responsibility for the units where they live. The program provides 196 units. CVLIHC also provides permanent supportive housing to homeless individuals with a disability, and preference is given to those who are chronically homeless. Two of the sites can serve both individuals and households with children, and the other two can only serve single adults. Housing sites are scattered throughout San Joaquin County and provide a total of 356 units.
Dignity's Alcove	Stockton	Dignity's Alcove provides 24-month transitional and recovery housing for up to 47 homeless veterans at one time. The comprehensive program includes client assessment, case management, drug and alcohol education, communications training, and more.
Lodi House	Lodi	Lodi House has a transitional housing program for women and their children. The facility houses approximately seven adults and their children.
Gospel Center Rescue Mission (GCRM)	Stockton	GCRM provides the New Life Program (NLP), a residential addiction treatment program for men, women, and families at the Gospel Center Rescue Mission. There is a max capacity of 40 men and 200 women and children.

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FACILITY/PROVIDER	LOCATION	DESCRIPTION
Lutheran Social Services' Project HOPE	Stockton	Lutheran Social Services' Project HOPE program provides permanent housing and supportive services to homeless emancipated foster youth. The program has capacity for 34 individuals and their children.
New Directions	Stockton	New Directions provides housing and supportive services for homeless adults who have an active substance abuse problem. New Directions has separate programs and facilities for men and women on the same campus. The total capacity is approximately 75 participants. New Directions provides 24 beds.
Stockton Shelter for the Homeless, Holman House	Stockton	Operated by the Stockton Homeless Shelter, the Holman House provides emergency shelter, transitional housing assistance, and supportive services for persons living with HIV/AIDS. Holman House has a max capacity of 10 beds.
Women's Center - Youth and Family Services, DAWN House	Stockton	DAWN House is a shelter for abused women and their children. This facility houses approximately 42 adults and children. The length of stay is normally 30 to 60 days.
Women's Center - Youth and Family Services, Opportunity House Transitional Living Program	Stockton	Opportunity House Transitional Living Program provides up to 21 months of shelter and supportive services to prepare runaway, throwaway, and homeless youth for independent living. The program serves youth ages 18-21 and emancipated youth ages 16-17 years old. The program can assist 8 people at a time.
HOPE Family Shelter	Manteca	Building HOPE provides transitional housing and services to homeless families. The project serves 8 families at a time. The families can live in the facility for up to 2 years while paying a fixed rent at 30 percent of family income and receiving employment assistance.
Town Center Studios	Stockton	Town Center Studios is 40 units of housing for persons who are chronically homeless.

Source: PlaceWorks; contacted agency or facility, October 2022

### Summary of Emergency Shelter and Transitional/Permanent Supportive Housing Capacity

Table HE-40 summarizes homeless facilities in Stockton including bed capacity and the characteristics of clients they serve. The majority of facilities serve unaccompanied males and females, adult couples without children, and single-parent and two-parent families. Overall, the Stockton facilities listed in Table HE-40 have the capacity for 1,172 persons at a given time.

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### Table HE-40: Emergency and Transitional/Permanent Supportive Shelter Provider Capacities

Stockton, 2022

FACILITY NAME	HOMELESS BENEFICIARIES	BED CAPACITY
Berkley Food and Housing Project	Adult Couples with Children	21
	Unaccompanied Females	
	Unaccompanied Males	
	Single Parent Families	
Catholic Charities	-	1
Children's Home	Unaccompanied Male Youth Under 18	12
	Unaccompanied Female Youth Under 18	
Central Valley Low Income Housing Corporation	Adult Couples without Children	552 <sup>1</sup>
	Single-Parent Families	
	Two-Parent Families	
	Unaccompanied Females Unaccompanied Males	
Dignity's Alcove	Unaccompanied Males	22
	Unaccompanied Females	
Gospel Center Rescue Mission	Unaccompanied Males	272
	Unaccompanied Females	
	Single-Parent Families	
Haven of Peace	Unaccompanied Females (with children)	35
Hope Ministries	Unaccompanied Females (with children)	126
	Adult Couples without Children	
Lodi House	Unaccompanied Females (with children)	36
Lutheran Social Services' Project HOPE	Single-Parent Youth	34 (plus their children)
	Unaccompanied Female Youth Under 18	
	Unaccompanied Male Youth Under 18	
New Directions	Unaccompanied Females	24
	Unaccompanied Males	
Manteca	-	50
Mary Magdalene	Single-Parent Families	11
	Adult Couples with Children	
	Unaccompanied Females	
McHenry House	Single-Parent Families	30
	Adult Couples with Children	
Ready to Work	Unaccompanied Females	48
	Unaccompanied Males	
Salvation Army-Lodi	Single-Parent Families	115
	Single-Parent Families	
	Adult Couples with Children	

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FACILITY NAME	HOMELESS BENEFICIARIES	BED CAPACITY
Stockton Shelter for the Homeless	Unaccompanied Females	320
	Unaccompanied Males	
	Single-Parent Families	
	Two-Parent Families	
	Adult Couples without Children	
Stockton Shelter for the Homeless, Holman House	Unaccompanied Females	10
	Unaccompanied Males	
Town Center Studios	Stockton	Town Center Studios is 40 units of housing for persons who are chronically homeless.
Tracy Community Connection Center	Unaccompanied Females	12
Women’s Center - Youth and Family Services, DAWN House, and Serenity House	Single-Parent Families	35
	Unaccompanied Females	
Women’s Center - Youth and Family Services, Safe House	Unaccompanied Female Youth Under 18	8 (plus their children)
	Unaccompanied Male Youth Under 18	
	Single-Parent Youth	
WestCare California	Unaccompanied Females	16
	Unaccompanied Males	
Women’s Center – Youth and Family Services, Opportunity House Transitional Living Program	Unaccompanied Females	16
	Unaccompanied Males	
	Unaccompanied Female Youth Under 18	
	Unaccompanied Male Youth Under 18	

Note: 1 Total bed capacity in Stockton is estimated based on roughly 60 percent of CVLIHC’s transitional housing units are located at an address with a Stockton zip code. Regarding CVLIHC’s permanent supportive housing units, roughly 90 percent of the units have a Stockton zip code.

“(-)” data not available

Source: PlaceWorks; contacted agency or facility, October 2022.

### PERSONS DIAGNOSED WITH AIDS AND RELATED DISEASES

According to the California Department of Public Health, as of April 21, 2022, there have been 1,471 reported cases of AIDS since the onset of the disease in the county in the 1980s. Through the Housing Opportunities for Persons with AIDS (HOPWA) program, federal funds are allocated to the State and the County for the purpose of assisting people living with the disease in securing permanent and affordable housing. Through San Joaquin County Public Health Services, Stockton Shelter uses HOPWA funds to purchase and run transitional houses for AIDS-

infected persons who are homeless or having financial difficulties. Residents can stay in transitional housing for up to 18 months while they secure a job, home, or SSI benefits. Within the city, Stockton Shelter administers one transitional house, with capacity for 10 individuals, and five condominiums for families of three to four people. In addition to transitional housing, Stockton Shelter also provides emergency assistance for people who cannot afford their housing payments due to a health emergency or high health-care costs.

According to area health care providers, additional housing needs for people with AIDS and HIV include more emergency housing assistance, funding to cover first- and last-month's rent, low-cost housing for individuals such as residential hotels, and assisted living for persons in the middle- to late-stages of the disease.

### EXTREMELY LOW-INCOME HOUSEHOLDS

Extremely low-income (ELI) households are defined as those households with incomes under 30 percent of the AMI. Extremely low-income households typically consist of minimum-wage workers, seniors on fixed incomes, disabled individuals, and farmworkers. This income group is likely to live in overcrowded and substandard housing conditions. This group of households has specific housing needs that require greater government subsidies and assistance, housing with supportive services, single-room occupancy (SRO), shared housing, and/or rental subsidies or vouchers. In recent years, rising rents, higher income and credit standards imposed by landlords, and insufficient government assistance has exacerbated the problem. Without adequate assistance, this group has a high risk of homelessness.

In Stockton, a household of three persons with an income of \$23,030 in 2022 would qualify as an extremely low-income household. Table HE-41 shows the number of extremely low-income households and their housing cost burden in Stockton, San Joaquin County, and California in 2018. As shown in the table, Stockton had a higher percentage (14.0 percent) of extremely low-income households than countywide (10.3 percent), although slightly less than the state (14.1 percent). Following the statewide and countywide trends, the city had a larger proportion of extremely low-income renter households (21.4 percent) than countywide (16.8 percent) and a slightly smaller proportion than the state (22.5 percent). Stockton had a similar

proportion of extremely low-income owner households (5.9 percent) than countywide (5.1 percent) and less than California (7.2 percent). Generally, households that pay more than 30 percent of their income on housing costs are considered to be overpaying for housing or cost burdened, while households that pay 50 percent or more are considered to be severely overpaying or severely cost burdened.

In Stockton, 82.5 percent of extremely low-income households had a moderate housing cost burden (> 30 percent or more) and 73.1 percent had a severe (>50 percent or more) housing cost burden. This was slightly higher than the cost burdens of extremely low-income households in the county and state. Extremely low-income renters in Stockton had a much higher incidence (84.2 percent) of a moderate housing cost burden than owners (75.7 percent) and 74.8 percent of renters had a severe cost burden compared to 66.4 percent of owners. This information suggests that there is a need for affordable rental units for extremely low-income residents in Stockton.

**Table HE-41: Housing Cost Burden of Extremely Low-Income Households**  
Stockton, San Joaquin County, and California, 2018

	STOCKTON			SAN JOAQUIN COUNTY			CALIFORNIA		
	OWNERS	RENTERS	TOTAL	OWNERS	RENTERS	TOTAL	OWNERS	RENTERS	TOTAL
Number of ELI households	2,650	10,695	13,345	6,455	16,950	23,405	509,410	1,324,385	1,833,795
Number of total households	45,230	49,960	95,190	126,095	100,630	226,725	7,085,435	5,880,000	12,965,435
% of total households	5.9%	21.4%	14.0%	5.1%	16.8%	10.3%	7.2%	22.5%	14.1%
Number w/ cost burden > 30%	2,005	9,000	11,005	4,950	13,810	18,760	380,295	1,060,070	1,440,365
% w/ cost burden > 30%	75.7%	84.2%	82.5%	76.7%	81.5%	80.2%	74.7%	80.0%	78.5%
Number w/ severely cost burden > 50%	1,760	8,000	9,760	4,295	12,480	16,775	316,175	913,810	1,229,985
% w/ severely Cost Burden > 50%	66.4%	74.8%	73.1%	66.5%	73.6%	71.7%	62.1%	69.0%	67.1%

Source: Stockton Data Packet, 2022 -CHAS (2014-2018).

## PRESERVING AT-RISK UNITS

Over the past several decades, hundreds of thousands of affordable rental housing units have been constructed in California with the assistance of federal, state, and local funding (loans or grants) that restricted rents and occupancy of units to low-income households for specified periods of time. Once these restrictions expire, a property owner may charge market rents. Low-income occupants are often displaced when rents rise to market levels.

State law requires that housing elements include an inventory of all publicly assisted multifamily rental housing facilities within the local jurisdiction and note those that are at risk of conversion to uses other than lower-income residential within 10 years of the beginning of the housing element planning period, which is December 31, 2023, so before December 31, 2033.

California Government Code requires that owners of federally assisted properties provide notice of intent to convert their properties to

market rate and provide information and options to tenants. The details about the requirements are included in Program 19.

Table HE-42 shows the assisted housing facilities in Stockton, including those that are considered “at risk.” There are four affordable housing facilities with a total of 392 units at risk of conversion before December 31, 2033: Steamboat Landing Apartments, Filipino Center, Villa de San Joaquin, and Inglewood Gardens (Table HE-42).



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**Table HE-42: Federally Subsidized Rental Facilities At-Risk  
Stockton, 2023-2031**

FACILITY NAME	ADDRESS	AFFORDABLE UNITS	TOTAL UNITS	TARGET GROUP	FUNDING SOURCE	EXPIRATION OF AFFORDABILITY
Delta Plaza Apts.	702 N. San Joaquin Street	29	30	Seniors	LIHTC; HCD; Local	2047
Kentfield Apartments	4545 Kentfield Rd.	89	90	Large Family	LIHTC; Local	2064
Town Center Studios	1604 N. Wilson Way	39		Homeless and At-Risk of Homelessness	HCD	2075
Sierra Vista I Apartments	Viva Plaza	114	115	Large Family	LIHTC	2071
Sierra Vista II Apartments	1520 Eleventh Street	99	100	Large Family	LIHTC	2072
Gleason Park	411 South Stanislaus Street	92	93	Large Family	LIHTC	2065
Plymouth Place	1320 N. Monroe St	65	65	Senior	LIHTC; HUD	2075
Casa de Esperanza	2260 S. Netherton Ave.	69	70	Large Family	LIHTC; USDA	2068
Westgate Townhomes	6119 Danny Drive	39	40	Large Family	LIHTC	2068
Bradford Apartments	1020 Rosemarie Lane	29	30	Large Family	LIHTC	2069
Liberty Square	804 N. Hunter Street	72	74	Large Family	LIHTC; HCD	2073
Santa Fe Townhomes	639 West Worth Street	30	31	Large Family	LIHTC; HCD	2072
Grand View Village	228 N. Hunter Street	74	75	Large Family	LIHTC	2074
Main Street Manor/Almond View	648 East Main Street	71	72	SRO	LIHTC; Local	2048
Cambridge Court	6507 Danny Drive	130	132	Large Family	LIHTC; Local	2050
Pacific Pointe Apartments (fka Stockton Gardens Apartments)	1025 Rose Marie Lane	79	80	Non Targeted	LIHTC	2052
Granite Ridge Apartments (fka Stockton Terrace Apartments)	246 Iris Avenue	79	80	Non Targeted	LIHTC	2052
Quan Ying Senior Apartments	301 South San Joaquin Street	20	20	Seniors	LIHTC; Local	2052
Delta Village Apartments	1625 Rosemarie Lane	79	80	Non Targeted	LIHTC	2053
Emerald Pointe Townhomes	9537 Kelley Dr	18	19	Large Family	LIHTC; Local	2053
Ladan Apartments (Site A)	402 S. San Joaquin St.	10	10	Large Family	LIHTC; Local	2057
Diamond Cove II Apartments	5506 Tam O Shanter Dr	39	40	Large Family	LIHTC	2058
Valle Del Sol Townhomes	4701 East Farmington Road	74	76	Large Family	LIHTC; USDA; HCD	2059
Church Street Triplex	418 E Church St	3	3	Working families	Local	2062
Marquis Place Apartments	5315 Carrington Circle	20	21	Large Family	LIHTC; Local	2062
Wysteria	1921 Pock Lane	64	65	Large Family	LIHTC	2063
Hotel Stockton	133 E. Weber Avenue	155	156	SRO	LIHTC; Local	2064

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FACILITY NAME	ADDRESS	AFFORDABLE UNITS	TOTAL UNITS	TARGET GROUP	FUNDING SOURCE	EXPIRATION OF AFFORDABILITY
Villas de Amistad	601 E. Main Street	89	91	SRO	LIHTC; HCD; Local	2065
Vintage Plaza (Site A)	336 California St.	17	18	Large Family	LIHTC	2065
Community of All Nations	2172 Dockery Court	73	75	Large Family	LIHTC; HUD; CalHFA; Local	2066
Cal Weber 40 Apartments	512 E. Weber Ave	39	40	Large Family	LIHTC	2068
Zettie Miller's Haven	1545 Rosemarie Lane	81	82	Developmentally Disabled, Mental Illness, Chronic illness	LIHTC; CalHFA	2069
Franco Center Apartments	144 Mun Kwok Ln	111	112	Senior	LIHTC; HUD	2069
Diamond Cove Townhomes	5358 Carrington Circle	59	60	Large Family	LIHTC; Local	2069
Village East Apartments	2501 E. Lafayette Street	187	189	Non-Targeted	LIHTC; HUD	2070
Polo Run Family Apartments	8165 Palisades Drive	315	318	Large Family	LIHTC	2070
Hampton Square Apartments	819 E. Hammer Lane	184	186	Large Family	LIHTC; Local	2070
Medici Artist Lofts	242 North Sutter Street	27	34	Large Family	LIHTC	2071
Casa Manana	3700 North Sutter Street	161	163	Senior	LIHTC; HUD	2074
Sonora Square	2 E. Sonora Street	37	38	Special Needs	LIHTC	2075
Steamboat Landing Apartments	25 S Commerce St	150	151	Senior	HUD	2022
Filipino Center	6 W. Main St	128	128	Family	HUD	2025
Villa de San Joaquin	324 East Jackson Street	30	30	Family	USDA	2026
Inglewood Gardens	6433 Inglewood Ave	84	84	Senior	HUD	2033
Stockton Silvercrest	123 N. Stanislaus St	82	83	Senior	HUD	2036
Park Village Apartments	3830 Alvarado Ave	207	208	Family	HUD; Local	2037
Hammer Lane Village	210 E Iris Ave.	130	130	Senior	HUD	2038
Filipino Community Building of Stockton	443 East Sonora St	68	69	SRO	LIHTC; Local	2050
Dewey Apartments	507 N. Pilgrim St	10	10	Family	HUD; Local	2051
Charleston Place Apartments	1515 E. Bianchi Road	80	82	Large Family	LIHTC; Local	2052
Grant Village Townhomes	2040 Grant Street	39	40	Large Family	LIHTC; Local	2059
Montecito Townhomes	1339 Kingsley Avenue	69	70	Large Family	LIHTC; Local	2062
Villa Monterey Apartments	4707 Kentfield Road	44	45	Large Family	LIHTC; Local	2064
Winslow Village Apartments	5926 Village Green Drive	39	40	Special Needs	LIHTC; HCD; Local	2064
Inglewood Oaks Apartments	7007 Inglewood Ave	64	64	Family/Individual	CalHFA	2072

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FACILITY NAME	ADDRESS	AFFORDABLE UNITS	TOTAL UNITS	TARGET GROUP	FUNDING SOURCE	EXPIRATION OF AFFORDABILITY
Anchor Village	601 N. Hunter Street	50	51	Veterans at risk of homeless, mentally ill individuals, families/ individuals	LIHTC; CalHFA; HCD	2074

**Total Units At-Risk** **392**

Source: California Housing Partnership Corporation, 2022.

### At-Risk Housing

Affordable housing options for most lower-income households are limited primarily to rental housing. Therefore, preserving the existing affordable rental housing stock is an important goal for Stockton. Most affordable rental housing units in the city were achieved through subsidy contracts and deed restrictions/affordability covenants in exchange for construction and mortgage assistance. From time to time, restricted units lose their affordability controls and revert to market-rate units. For instance, development facilities are typically considered at-risk due to: (1) the prepayment provisions of HUD-insured mortgage loans; (2) expiration of Section 8 and Section 236 contracts; and (3) expiration of restrictions on mortgage revenue bonds. The following describes these conditions in detail.

- **Prepayment of HUD loans.** In the mid-1960s, the federal government provided low-interest financing or mortgage insurance to housing developers in return for guaranteeing that rents remain affordable to lower-income households. After 20 years, the owners could prepay the mortgages and lift their rent restrictions or maintain the affordability controls until their mortgages were paid.
- **Section 8 Program.** In the mid-1970s, the federal government provided two approaches to encouraging the production of affordable rental housing. Under the Section 8 program, HUD provided a 15- or 20-year agreement to provide rental subsidies to property owners in return for making the units affordable to very low-income

households. The income is typically the difference between 30 percent of the household's income and a negotiated fair market rent for the area. Due to expiring Section 8 contracts and uncertainty of future Section 8 funds, the future of an affordable complex receiving Section 8 funding is uncertain.

- **Section 236 Program.** The other federal program, Section 236, provided rent subsidies in the form of interest reduction, by which multifamily housing could be produced. Two rent schedules were used: market rent, based on a market-rate mortgage; and basic rent, based on a 1 percent mortgage. Tenants were required to pay the basic rent of 25 percent of their income, with rent payments never to exceed the market rents. Units were restricted to households that met the low- and moderate-income limits established for the program. The subsidized housing moratorium imposed by President Nixon in January 1973 brought an end to additional Section 236 construction.
- **Bond-Financed Facilities.** State, county, and local governments have the authority to issue tax-exempt mortgage revenue bonds to provide below market-rate financing for rental housing construction. State and federal law require that multifamily facilities built with tax-exempt bond proceeds set aside a portion of units as affordable to lower-income households for a specified period of time. The typical contractual period is 10 to 15 years. After the term expires, the

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property owners may rent the units at market rates.

- In many communities, bond-financed facilities typically convert to market rates. Over time, rent levels increase in the community, and the difference between market versus restricted rents increases to the point that, unless additional financial benefits are offered, property owners have no incentive to maintain the units as affordable.

## PRESERVATION OPTIONS

State law also requires that housing elements include a comparison of the costs to replace the at-risk units through new construction or to preserve the at-risk units. Preserving at-risk units can be accomplished by facilitating a transfer of ownership to a qualified affordable housing organization, purchasing the affordability covenants, and/or providing rental assistance to tenants.

### Acquisition and Rehabilitation

One method of ensuring long-term affordability of low-income units is to transfer ownership to a qualified nonprofit or for-profit affordable housing organization. This transfer would make the project eligible for refinancing using affordable housing financing programs, such as low-income housing tax credits and tax-exempt mortgage revenue bonds. These financing programs would ensure affordability for at least 55 years. Generally, rehabilitation often accompanies a transfer of ownership.

Table HE-43 shows the estimated costs to acquire and rehabilitate the at-risk units. Acquisition costs are based on the 2023 assessed value of each property, and a per-unit rehabilitation cost of \$50,000 is assumed. The total estimated cost to acquire and rehabilitate all of the at-risk affordable housing facilities in Stockton (Steamboat Landing, Filipino Center, Inglewood Gardens, and Villa de San Joaquin) is an estimated \$42.2 million. This is very likely an underestimate of the actual costs of acquisition

and rehabilitation since the assessed values are likely much lower than the market value for these properties.

**Table HE-43: Estimated Acquisition/ Rehabilitation Costs**  
Stockton, 2023

AT-RISK PROJECT	NUMBER OF UNITS	TOTAL ESTIMATED COST
Steamboat Landing	150	\$17,939,633
Filipino Center	128	\$10,442,508
Inglewood Gardens	84	\$9,688,647
Villa de San Joaquin	30	\$4,104,987
<b>Total</b>	<b>392</b>	<b>\$42,175,775</b>

Source: San Joaquin County Assessor's Office, 2023

### Rent Subsidy

Rent subsidies can also be used to preserve affordability of housing. Through a variety of funding sources, the City could potentially provide rental vouchers similar to those provided through the Housing Choice Vouchers Program (formerly Section 8). The amount of a rent subsidy would be equal to the difference between the fair market value for a unit and the cost that would be affordable to a lower-income household. Table HE-44 shows the estimated rent subsidies required to preserve the affordability of the at-risk units. Based on the assumptions shown in the table, it would cost the City an estimated \$775,125 annually to subsidize rent for these units, or nearly \$23,253,750 over 30 years.

**Table HE-44: Estimated Cost to Subsidize Rents**

Stockton, 2023

UNIT SIZE	AFFORDABLE RENT FOR VERY LOW-INCOME (50% AMI)	2022 FAIR-MARKET RENTS	MONTHLY SUBSIDY PER UNIT	ANNUAL SUBSIDY PER UNIT	TOTAL AT-RISK UNITS	TOTAL ANNUAL SUBSIDY
Studio	\$725	\$899	\$174	\$2,088	80	\$167,040
1-BR	\$829	\$904	\$75	\$903	223	\$201,369
2-BR	\$933	\$1,137	\$205	\$2,454	48	\$117,792
3-BR	\$1,035	\$1,607	\$572	\$6,864	37	\$253,968
4-BR	\$1,119	\$1,847	\$728	\$8,739	4	\$34,956
<b>Total</b>					<b>392</b>	<b>\$775,125</b>

Source: California Department of Housing and Community Development, State Income Limits for San Joaquin County, 2022. U.S. Department of Housing and Urban Development (HUD) User Data Sets: 2022 FY FMR Geography Summary for San Joaquin County, California.

**Replacement (New Construction)**

Per-square-foot construction costs from recent approved facilities were used to estimate the cost of replacing the at-risk units if they were to convert to market-rate housing. As shown in Table HE-45, the estimated cost to replace the 392 at-risk units is about \$92.3 million.

**Summary of At-Risk Analysis**

In summary, the above analyses show the costs of the different scenarios to be as follows:

- Acquisition and rehabilitation: \$42,175,775
- Rent subsidy: \$775,125 annually (\$23,253,750 over 30 years)
- Replacement: \$92,351,899

**Table HE-45: Estimated Replacement Costs**

Stockton, 2022

COST TYPE	PER-UNIT ESTIMATED COST	TOTAL ESTIMATED COST
Construction <sup>1</sup>	\$192,252	\$75,363,088
Land <sup>2</sup>	\$1,604	\$628,600
Building Permit Fee	\$1,306	\$511,888
Plan Check Fee	\$548	\$214,993
School District Fee	\$5,840	\$5,840
Impact Fees <sup>3</sup>	\$34,401	\$13,344,048
<b>Total</b>	<b>\$235,592</b>	<b>\$92,351,899</b>

Notes: Estimated cost per unit is based on a three-story residential building consisting of 27 one-bedroom units, including on-site work. Unit costs assume each unit is 1,000 square feet.

<sup>1</sup> The construction cost is based on \$192.25 per square foot for a three-story complex and 1,000 square feet per unit sums to \$192,252.78

<sup>2</sup> The average land cost per acre is assumed to be \$202,286.

<sup>3</sup> Based on total fee estimates from Table HE-63.

Sources: Redfin and City of Stockton Master Fee Schedule, 2022-23.

Regardless of the method, preserving affordability of the at-risk units is costly. While providing rent subsidies appears to be the least costly method, Section 8 funding availability is limited and currently (2023) there are more federal and state funding sources to rehabilitate existing or build new affordable housing units. However, it may cost the City less to directly subsidize rent than assist in either the rehabilitation or replacement of the units.

Qualified entities to acquire at-risk properties and maintain long-term affordability are nonprofit or for-profit organizations with affordable housing development and managerial capacity. The following are organizations that can serve as qualified entities in San Joaquin County:

- **ACLC, Inc.**  
315 N. San Joaquin Street  
Stockton, CA 95202  
(209) 466-6811

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- **Eskaton Properties, Inc.**  
5105 Manzanita Avenue  
Carmichael, CA 95608  
(916) 334-0810
- **Housing Corporation of America**  
31423 Coast Highway, Ste. 7100  
Laguna Beach, CA 92677  
(323) 726-9672
- **L + M Fund Management LLC**  
1879 Palmer Avenue  
Westchester, NY 10552  
(347) 393-3045
- **ROEM Development Corporation**  
1650 Lafayette Circle  
Santa Clara, CA 65050  
(408) 984-5600
- **Rural California Housing Corp.,**  
3120 Freeboard Drive, Suite 201  
West Sacramento, CA 95691  
(916) 414-4436
- **Stockton Shelter for the Homeless,**  
P.O. Box 4803  
Stockton, CA 95204  
(209) 465-3612
- **Volunteers of America National Services,**  
1108 34th Avenue  
Sacramento, CA 95822  
(916) 917-6848

# ASSESSMENT OF FAIR HOUSING

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# 3

## INTRODUCTION

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015. Under California law, AFFH means “taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.”

California Government Code Section 65583 (10)(A)(ii) requires local jurisdictions to analyze racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk. Although this is the Housing Element for the City of Stockton, Government Code Section 65583 (c)(9), (c)(10), and Section 8899.50, (a), (b), and (c) require all local jurisdictions to address patterns locally and regionally to compare conditions at the local level to the rest of the region. To that end, the

City of Stockton has prepared a local assessment of fair housing.

This section is organized by fair housing topics. For each topic, the regional assessment is first, followed by the local assessment. Strategies to address the identified issues are included throughout the section. Through discussions with stakeholders and fair housing advocates, and this assessment of fair housing issues, the City of Stockton identified factors that contribute to fair housing issues. These contributing factors are in **Table HE-49**, with associated actions to meaningfully affirmatively further fair housing related to these factors. Additional programs to affirmatively further fair housing are included in the Policy Document part of this Housing Element.

This section also includes an analysis of the Housing Element’s sites inventory as compared with fair housing factors. The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity and to fostering inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. AB 686

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added a new requirement for housing elements to analyze the distribution of projected units by income category, access to high resource areas, and other fair housing indicators compared to citywide patterns to understand how the projected locations of units will affirmatively further fair housing.

Various sources of information contribute to the Housing Element. The San Joaquin Valley REAP's "Taking Stock: A Comprehensive Housing Report for the San Joaquin Valley in 2022" provides a data package that has been pre-approved by the State Department of Housing and Community Development (HCD) and serves as the primary data source for population and household characteristics. Dates for data included in the San Joaquin Valley REAP data package may vary depending on the selection of data that was made to provide the best data on the topic. These datasets rely on data reported by American Community Survey (ACS), California Department of Finance, California Economic Development Department, U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS), and the Department of Agriculture Agricultural Census. Where more current information is available, it has been provided. Please note that numbers for the same type of data (e.g., households) may not exactly match in different tables and sections because of the different data sources and samples used. The main data source for the assessment of fair housing was the HCD's AFFH Data Viewer mapping tool. Several additional data sources were used to supplement the 2022 REAP data package:

- Housing market information, such as home sales, construction costs, and rents, updated via online surveys.
- Data on special-needs groups, the services available, and gaps in the service delivery system provided via service provider stakeholder interviews.
- Lending patterns for home purchase and home improvement loans through the Home Mortgage Disclosure Act (HMDA) database.

## OUTREACH

### PUBLIC WORKSHOPS

#### Workshop #1

The first community workshop for Stockton residents as part of the Housing Element update took place via Zoom on Wednesday, September 14, 2022, from 5:00 pm to 7:00 pm. The focus of the workshop was on potential sites to accommodate the City's Regional Housing Needs Assessment (RHNA) and also to educate residents about the update process and hear resident insights and ideas about how the City can improve housing opportunities in the future. Spanish translation was available during the workshop. The community workshop was recorded and posted on the City's Housing Element web page.

City staff and consultants facilitated the workshop and 20 participants attended. Throughout the workshop, community members were asked to provide feedback, ask questions or provide comments. All questions and comments were read aloud, and either City staff or the consultants responded or documented receipt of the comment. The following summary of questions and comments relate specifically to fair housing issues.

**Challenges in the permitting process** - many of the comments pertained to constraints being experienced related to processing and approval of applications, which are analyzed in Chapter 6 and programs identified in the Policy Document to address potential constraints and streamline the review and project approval process.



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- **Furthering fair housing** - the City was asked how they intend to implement the AFFH and what specific actions will be taken. Based on stakeholder and fair housing advocate input and through this assessment of fair housing issues, the City identified factors that contribute to fair housing issues, and programs to address the provision of housing for all segments of the population, particularly special needs groups and those at risk of displacement, developed.

During this workshop, attendees were asked to participate in a series of polls and select their preferred responses. The following poll questions and top responses include:

Which housing groups do you think Stockton needs to focus on and provide housing for?

- Homeless or recent individuals
- Low-income households
- Persons with disabilities

What type of housing is needed in Stockton?

- Mixed-use and rental apartments

To decide which sites are priorities for housing development, what criteria are most important to you?

- Access to grocery stores, restaurants, and shopping
- Including affordable housing.
- The following set of discussion questions was presented to residents during this virtual meeting. What neighborhoods or street corridors in Stockton should be developed with new housing?
- Why isn't housing being built in Stockton?
- What is preventing the types of housing you'd like to see from being built?

The comments elicited by these questions have been considered and incorporated into the Housing Element, as applicable.

### Workshop #2

The second community workshop took place in person at the Buskirk Community Center on Wednesday, October 29, 2022, from 5:00 pm to 7:00 pm. The purpose of this workshop was to educate residents about the Housing Element update and Housing Action Plan processes and to give attendees an opportunity to share their ideas and ask related questions. Spanish translation was available during the workshop, and translation for additional languages was available upon request.

The process was similar to Workshop #1, with 20 participants attending. Input from the participants was solicited throughout the workshop. A set of discussion questions were presented to residents during this virtual meeting, which are discussed in Chapter 1 of the Housing Element in the summary of the Outreach Program. Topics participant input was requested on included:

- The most critical housing issues in the community?
- The housing types most needed in the community?
- The City's most important consideration in determining new housing opportunities?

The following summary of questions and comments relate specifically to fair housing issues arising from the above discussion questions.

**Housing stock and affordability** – The influx of homebuyers from the Bay Area was identified as a concern. A Stockton Housing Action Plan Market Conditions report has been completed which addresses housing prices and recent in-migration trends. As well, the effect of gentrification of neighborhoods, rising home prices and cost burden is discussed in the Risk of Displacement section in this Assessment of Fair Housing.

**Renter and Property Owner Relations** - The availability of data on nonresident property owners and investors was brought up. The Assessment of Fair Housing provides tenure data, and identifies rental property owner and tenant relations, including evictions and discrimination as a fair housing issue, including **Program 28. Practices to Affirmatively Further Fair Housing** to address these issues, specific nonresident and investor data was not available. A participant from Disability Rights CA offered a fair housing training to the City (for decision makers or staff).

**Sites** - Concern was expressed regarding identification of lower income sites Downtown in with high CalEnviroScreen scores. Unit capacity is provided in this area of high need for affordable housing to foster housing mobility opportunities and reduce the risk of displacement of residents, as well as provide housing near transit and resources. The siting of units in environmentally challenged areas is analyzed. Staff noted that the City allows up to four units by right in all residential zones. This means density can increase in most areas of the city, not just downtown. The inclusion of residential sites in commercial developments to meet the RHNA was brought up. A detailed analysis of all potential sites in the city, including mixed-use potential, was conducted to determine appropriate sites for unit capacity to meet and exceed the RHNA, as presented in Chapter 4.

**Homelessness** - The unhoused is a fair housing concern, and it is often difficult to collect informative data that accurately reflects the magnitude of the population at risk, resulting in undercounting. The practice of homeless sweeps and the no-camping ordinance as a fair housing issue was mentioned in the workshop discussion. The data source for analysis of the homeless, described in Chapter 2 - Housing Need Assessment, was a Point-in-Time count conducted by the San Joaquin County Community Development Department and the

Central Valley Low Income Housing Corporation in late January 2022. Land use designations that support the development of homeless shelters and transitional housing facilities is discussed in Chapter 6 of the Housing Element. **Program 23. Continue to Support Organizations Assisting Homeless Persons** is included to increase shelter and transitional facilities and provide short term financial assistance for households at risk of becoming homeless, and **Program 15. Development Code Revisions** to ensure availability of sites for homeless facilities. A listing of Homeless Shelters, and Transitional Housing Facilities is provided in Tables HE-38, HE-39 and HE-40 in Chapter 2, Housing Needs Assessment.

These comments have been considered and incorporated into the Housing Element, as applicable.

## CONSULTATIONS

### Housing Element Consultations

In November 2022, seven consultations were conducted with Stockton stakeholders to offer opportunities to provide one-on-one input. Representatives from the following organizations were interviewed:

- The Housing Authority of San Joaquin County
- San Joaquin Fair Housing
- Valley Mountain Regional Center, San Joaquin County (Main Office)
- Disability Rights California
- Faith in the Valley
- Community Partnership for Families / The Community Foundation of San Joaquin

The stakeholders were asked the following questions, depending on the type of organization interviewed, and common responses include:

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**Opportunities and concerns:** What are the 3 top opportunities you see for the future of housing in this jurisdiction? Increasing the variety of future developments, including mixed-use, infill development, ADUs;

- De-concentration of affordable housing;
- Improving local housing data;
- Expanding housing services/resources; Updating the zoning code to be more inclusive and accessible;
- Continuous compliance with State law.

What are your 3 top concerns for the future of housing in this jurisdiction?

- Lack of existing affordable housing, high proportion of households experiencing cost burden
- Homelessness and limited housing for formerly incarcerated individuals,
- Time frame for review and approval processes.

**Housing preferences:** What types of housing do your clients prefer? Is there adequate rental housing in the community? Are there opportunities for home ownership? Are there accessible rental units for seniors and persons with disabilities?

- Desire for safe, habitable, accessible, stable and affordable housing;
- Uninhabitable housing conditions and lack of landlord or property owners making improvements;
- Landlords evicting long-time tenants to increase rental prices to accommodate in-migration from higher income locations.

**Housing barriers/needs:** What are the biggest barriers to finding affordable, decent housing? What are the unmet housing needs in this jurisdiction?

- Limited housing supply and unmet need;
- Housing costs and affordability;
- Renter application requirements, fees and deposits;
- historical racism and segregation;

- The criminalization of the unhoused population;
- Lack of political will from elected officials.
- As mentioned before, according to report.

**Housing conditions:** How would you characterize the physical condition of housing in this jurisdiction? What opportunities do you see to improve housing in the future?

- Southside faces more dilapidation issues, and the conditions are believed to be worse compared to the rest of the State
- Many residents take what they can afford, including uninhabitable housing
- De-concentration of lower-income housing

**COVID** - How has COVID affected the housing situation?

- Pandemic unveiled serious housing issues as well as making them worse.
- Economic conditions increased number of people at risk of, or experiencing homelessness
- Inequitable distribution of resources and services;
- Unmet housing needs of formerly incarcerated individuals were at risk or became
- A rise in domestic violence cases, and due to Project HomeKey, agencies unable to place domestic violence survivors in a safe space.
- Bay Area in-migration increased resulting in rising rents.

The eviction moratorium provided safety for economically impacted renters, but impacted landlords through a lack of resources.

Stakeholders shared that the factors that limit equity and fair housing are rooted in systemic racism, capitalism, sexism, and ableism. And to address these equity and fair housing concerns, the City needs to incorporate programs that reflect the needs of those most vulnerable in the Stockton community., which include low-

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income households, the elderly, disabled persons, large and single person households, single female-headed households with children, persons in poverty, the homeless, farmworkers, populations of color, cost burdened renters and homeowners, among others. Recommendations include programs that support affordable housing developments, an eviction protection and right-to-counsel program, a dedicated housing trust fund for affordable housing, landlord educational tools and resources, genuine advocacy for the homeless, a universal income program, a reasonable accommodation process, and social housing opportunities for people to co-own areas/property. They also shared that the City should ensure all new developments have an inclusionary housing component, which can be done by adopting inclusionary housing programs. These recommendations have been taken into consideration and can be reviewed in the Policy Document.

### Housing Action Plan/Displacement Study Stakeholder Consultations

In support of efforts to prepare a Housing Action Plan for the City of Stockton, consultant team member BAE Urban Economics participated in a total of ten interviews with area stakeholders in the Spring and Summer of 2022 regarding issues and opportunities for the production and preservation of housing. Additional interviews will be conducted in the spring of 2023 with market rate developers to inform preparation of pro forma financial models for target housing types in Stockton. Due to significant overlap in the subject matter targeted for this initial round of interviews, and the list of stakeholders to be interviewed, BAE partnered with Enterprise Community Partners which was similarly engaged in preparation of an anti-displacement strategy for the City of Stockton. Participants in the first round of interviews included representatives from the following:

- Stocktonians Taking Action to Neutralize Drugs (STAND)

- Visionary Home Builders
- The Housing Authority of San Joaquin County
- Central Valley Low Income Housing (CVLIHC)
- Reinvent South Stockton Coalition (RSSC)
- Housing Justice Coalition (Part of the RSSC)
- National Association for the Advancement of Colored People (NAACP)
- Enterprise Community Partners
- Grupe Huber Company
- Little Manila Rising

While the topics covered during each interview varied slightly based on the expertise and affiliation of the interview participant, all of the interviews covered the following topic areas:

- Housing Needs and Preferences – What types of housing are your clients or constituents looking for? What types of housing are they most struggling to locate and secure? What are the barriers they are facing? Where do they typically end up?
- Housing Instability and Insecurity – What types of housing insecurity are being observed? What trends, factors, or characteristics are contributing to housing insecurity among your clients or in your community? What solutions are being used?
- Gaps in Housing Availability – What types of housing are being undersupplied in the Stockton Market? What types are being over supplied? Why?
- Barriers to Housing Production – What are the main barriers to housing production in Stockton? How does this vary by housing type (e.g., single-family homes, missing middle housing, multifamily apartments, tiny homes, etc.)? Do the barriers to housing production vary in different parts of the community?
- Barriers to Housing Preservation – What are the main barriers to the preservation of existing housing? What should the City be doing to facilitate housing preservation?

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- Causes of Residential Displacement – What are the main observed drivers of residential displacement? How are your clients or constituents being impacted? How are different groups or populations impacted? How are different parts of the city being impacted and why?

Interview participants expressed a range of perspectives and experiences, but generally agreed on the underlying economic factors contributing to a lack of desired housing production in Stockton. All interview participants acknowledged an overabundance of detached single family housing in Stockton, which represents a majority of the newly built housing inventory. Interview participants acknowledged an under production, and lack of general availability, of higher density multifamily rental and missing middle housing, both rental and for-sale, that would meet the needs of their clients. Participants indicated that new construction is generally concentrated in the more affluent neighborhoods in north Stockton, and that there are large areas that are going unserved by new market-rate development, but which feature populations that would benefit from an expansion of the housing inventory, such as in south Stockton and the downtown area. These areas tend to be lower-income and residents often have less mobility, but which still offer robust neighborhood networks and cultural affiliations. The reasons cited for the lack of development in these areas include the high cost of construction and the relatively limited purchasing power of lower-income households in these areas.

Interviews indicated that a lack of newly constructed housing is putting tenants under pressure to accept housing that is, at least in some cases, in substandard condition and often more expensive than is typically considered appropriate. Participants indicated a relatively high prevalence of multiple households banding together to afford housing, resulting in

overcrowded conditions, as well as households paying well over the accepted 30 percent of their income towards housing. Due to a lack of alternative housing options, households are often reluctant to submit complaints about substandard conditions and are unable to secure housing at more affordable rates. This is particularly prevalent among renter households, though interview participants also noted problems among lower-income owner households who are having trouble maintaining their homes. This sometimes results in foreclosure or condemnation, but more often in the household selling the property, often at a suppressed value due to the condition of the property. Multiple interview participants noted that many of these houses are then being purchased by higher-income households. The impression is that they are coming from outside the area, and that they subsequently rehabilitate the property and benefit from immediate equity appreciation. Interview participants voiced concerns that this dynamic prevents lower-income homeowners from fully benefiting from potential equity appreciation. Participants recommended increased funding for code enforcement and an enhanced multifamily rental inspection program to identify habitability issues. Participants also recommended increasing funding for home rehabilitation assistance to help keep lower-income homeowners in their homes and to discourage displacement and gentrification.

Interviewees noted that housing instability and displacement in Stockton is really a function of high and increasing housing costs, both for new construction and existing units, and stagnation among local workforce wages and associated household incomes. The pandemic exacerbated these trends with many lower-wage and service sector workers either losing their jobs or taking significant unpaid leaves of absence due to business closures and work-from-home policies. Interview participants experienced a significant increase in the need for homelessness prevention and rapid

rehousing services during the first two years of the pandemic, which is now beginning to abate with the revocation of pandemic-era restrictions. Interviewees commented that the City needs to pursue an aggressive expansion of the housing stock (something other than detached single-family homes) to address the lack of inventory, as well as strong economic development programs that can improve the earning potential of existing Stockton residents. Without both an increase in housing availability and the ability of households to pay for housing, the issue will continue to get worse and the number of households facing housing instability will grow.

To facilitate the production of low-income housing, as well as transitional and permanent supportive housing, interview participants indicate that the City needs to adjust expectations regarding funding recapture, allowing more grants and forgivable loans. Interviewees also suggested the City needs to increase its willingness to allow funding to go towards supportive services and that the City needs to consider programs to reopen existing single room occupancy (SRO) properties and/or facilitate development of new SRO properties in appropriate locations. They suggested the City also needs strong policies and programs to preserve naturally occurring affordable housing, where possible. Examples of these policies and programs may include, but should not be limited to, rehabilitation funding for both rental and ownership properties, possibly coupled with workforce housing deed restrictions (i.e., limited to occupancy by households with at least one person employed within the community), rental assistance and grants for back rent, cash incentives to property owners willing to accept tenants using public assistance, etc.

Interview participants generally supported efforts to expand the housing stock with a preference for the addition of both market rate and below-market rate rental housing. There is

a desire to see such development both in higher income areas that can provide better access to opportunity for lower-income households, but also within lower opportunity areas where households are experiencing the greatest need. All interview participants also acknowledged that the City's aim should be to avoid adding additional low-income housing inventory in the downtown, as the city is already at risk of creating conditions associated with concentrated poverty, which run counter to the long-term objectives of the community towards creating a commercially and culturally vibrant downtown environment for all Stockton residents. The challenge seems to be that that is where the infrastructure capacity is concentrated and where it may be possible to secure land zoned for high density housing at a relatively low cost (i.e. City owned). Also, the area is unlikely to experience market rate housing development in the near future, so it can often be attractive to try to leverage low-income housing to try and spur investment.

## INTEGRATION AND SEGREGATION

Since 2017, the Tax Credit Allocation Committee (TCAC) and HCD have developed annual maps of access to resources such as high-paying job opportunities; proficient schools; safe and clean neighborhoods; and other healthy economic, social, and environmental indicators to provide evidence-based research for policy recommendations. This effort has been dubbed "opportunity mapping" and is available to all jurisdictions to assess access to opportunities within their community.

The TCAC/HCD Opportunity Maps can help to identify areas in the community that provide strong access to opportunity for residents or, conversely, provide low access to opportunity. The information from the opportunity mapping can help to highlight the need for housing element policies and programs that would help to remediate conditions in low-resource areas

and areas of high segregation and poverty and encourage better access for lower-income households and communities of color to housing in high-resource areas. TCAC/HCD categorized census tracts into high-, moderate-, or low-resource areas based on a composite score of economic, educational, and environmental factors that can perpetuate poverty and segregation, such as school proficiency, median income, and median housing prices. The TCAC/HCD Opportunity Maps use a regional index score to determine categorization as high, moderate, and low resource. Census tract and neighborhood boundaries don't exactly align in the City so this analysis refers mainly to census tracts in order to address state requirements for this analysis.

Areas designated as "highest resource" are the highest-scoring census tracts in the region, falling within the 0 to 20th percentile. It is expected that residents in these census tracts have access to the best outcomes in terms of health, economic opportunities, and education attainment. Census tracts designated "high resource" score in the 21st to 40th percentile compared to the region. Residents of these census tracts have access to highly positive outcomes for health, economic, and education attainment. "Moderate resource" areas are in the 41st to 70th percentile, and those designated as "moderate resource (rapidly changing)" have experienced rapid increases in key indicators of opportunity, such as increasing median income, home values, and an increase in job opportunities. Residents in these census tracts have access to either somewhat positive outcomes in terms of health, economic attainment, and education; or positive outcomes in a certain area (e.g., score high for health, education) but not all areas (e.g., may score poorly for economic attainment). Low-resource areas score above the 70th percentile and indicate a lack of access to positive outcomes and poor access to opportunities.

The final designation is "high segregation and poverty." These are census tracts that have an overrepresentation of people of color compared to the county as a whole, and at least 30.0 percent of the population in these areas is below the federal poverty line (\$27,750 annually for a family of four in 2022). In Stockton, many of the areas designated as high segregation and poverty have also been identified as racially or ethnically concentrated areas of poverty (R/ECAP) by HUD. Determination of R/ECAPs relies on a racial and ethnic concentration threshold as well as a poverty test. The racial and ethnic concentration threshold for a R/ECAP is a non-White population of 50.0 percent or more. The poverty test defines areas of "extreme poverty" as those where 40.0 percent or more of the population lives at or below the federal poverty line, or where the poverty rate is three times the average poverty rate in the metropolitan area, whichever is less. More information about R/ECAPs in Stockton is provided later in this section.

As seen in **Figure HE-1, TCAC/HCD Opportunity Areas, 2022**, Stockton has several spatial concentrations of opportunity area designations. The figure shows the 15 neighborhoods in the city as used throughout this General Plan and referenced in this section. Generally, from north to south they are:

- Trinity/Northwest Stockton
- Eight Mile/Bear Creek
- Upper Hammer Lane/Thornton Road
- Morada/Holman
- Pacific Avenue/Lincoln Village
- Brookside/Country Club
- East Stockton
- Midtown
- The Port and Mount Diablo Waterfront
- Boggs Tract
- Downtown
- South Stockton
- Mariposa Lakes
- Weston/Van Buskirk

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- Industrial Annex

The northern, eastern, and western edges of the city north of the Calaveras River in the Morada/Holman, Eight Mile/Bear Creek, Upper Hammer Lane/Thornton Road, and Trinity/Northwest Stockton neighborhoods are designated Highest and High Resource. These designations extend east of I-5 in the Pacific Avenue/Lincoln Village neighborhood as far east as Pacific Avenue and as far south as West March Road. Two census tracts in the Midtown neighborhood, which include the University of the Pacific between the Calaveras River to the north, West Pershing Avenue to the west, Pacific Avenue to the east, and West Harding Way to the south; and the adjacent residential communities to the east of Pacific Avenue and west of both the Rural and San Joaquin Catholic Cemeteries, accessed off of North El Dorado Street and North California Street between East Alpine Avenue to the north and East Harding Way to the south, are designated as Highest and High opportunity areas, respectively.

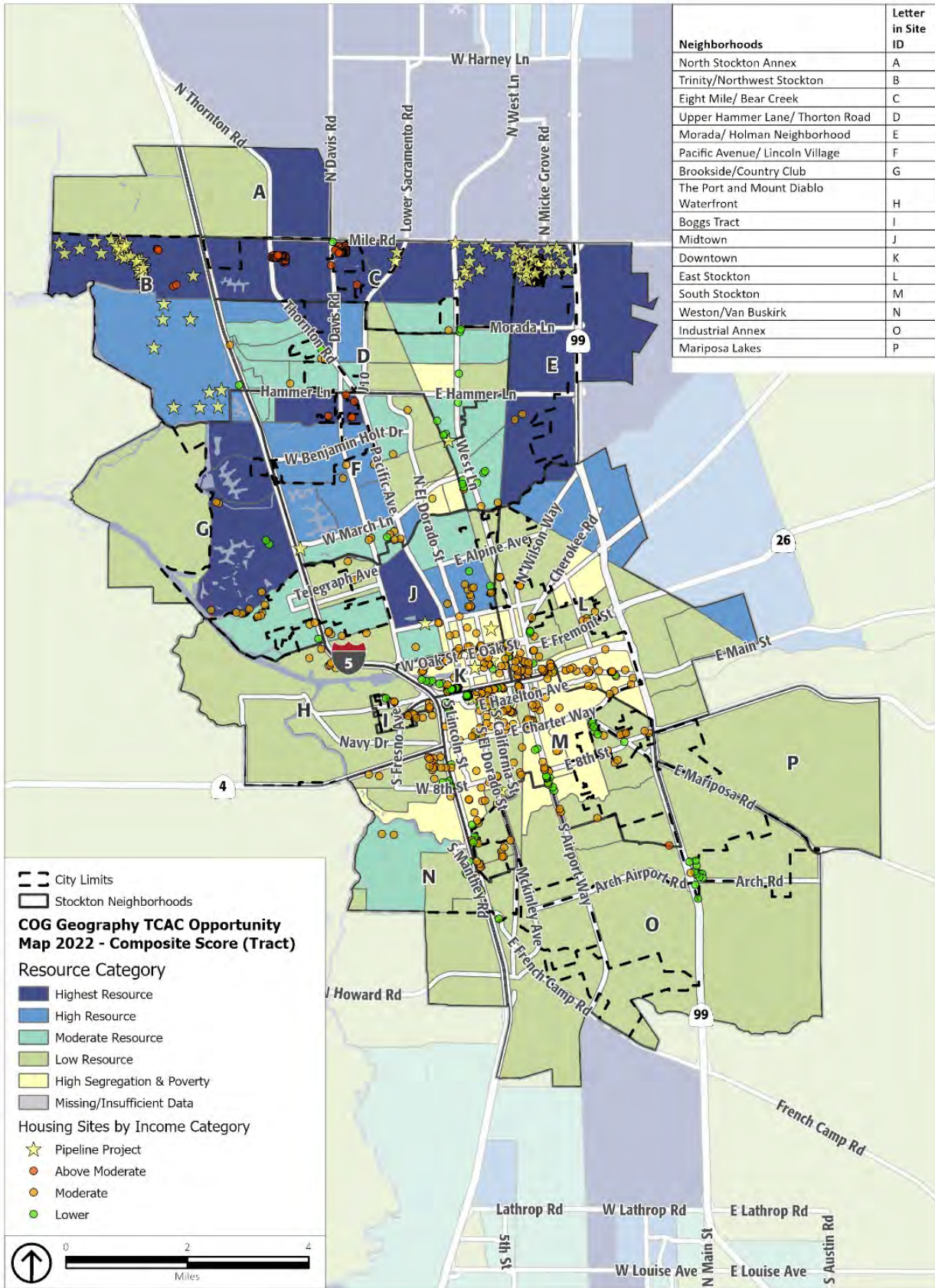
Census tracts designated Moderate Resource opportunity areas are also predominantly identified in the northern portion of the city, generally north of East Harding Way; within the Upper Hammer Lane/Thornton Road and Morada/Holman neighborhoods; and residential enclaves adjacent to primarily unincorporated island areas in the lower Brookside/Country Club and eastern edge of the Midtown neighborhoods as well as one census tract in the Downtown neighborhood.

The majority of the city south of Smith Canal to the west of North Pershing Avenue and south of West and East Harding Way to the east of North Pershing Avenue in the Midtown, Downtown, South Stockton, Port and Mount Diablo Waterfront, Weston/Van Buskirk, and Industrial Annex neighborhoods are designated by TCAC/HCD as Low Resource and Areas of High Segregation and Poverty. In contrast, Low Resource census tracts in northern Stockton

tend to be more spread out and are often adjacent to Moderate and High Resource census tracts. The East Stockton neighborhood, eastern portions of the Pacific Avenue/Lincoln Village neighborhood east of Pacific Avenue, and census tracts adjacent to and north of East Hammer Lane between the two Union Pacific Railroad Sacramento Subdivision and Fresno Subdivision lines are designated Low Resource, with two small residential census tracts assigned High Segregation and Poverty designations.



Figure HE-1: TCAC/HCD Opportunity Areas



Source: HCD, 2022

## INCOME

Income is a primary indicator of a household's standard of living and is a critical factor in determining the ability of that household to balance housing costs with other basic needs, such as food and transportation. These may also result in displacement due to a number of factors in addition to housing cost burden. According to the San Joaquin Council of Governments Displacement Study, 2021, displacement pressures threaten the ability of housing-challenged households to stay in their homes and limit where these households can live, reducing their ability to stay connected with supportive networks and limiting their access to opportunity. There are three basic types of displacement risk residents of Stockton might face, which are discussed in subsequent analysis:

- **Direct/Physical Displacement.** Households are directly forced to relocate from or leave their current residence due to landlord practices, formal eviction, foreclosure, natural disaster, or uninhabitable and unsafe conditions.
- **Indirect/Economic Displacement.** Households are indirectly pressured to relocate due to rising cost of housing (cost burden), increased taxes and auxiliary fees, changes in supporting cultural and social networks, and loss or reduction of income.
- **Exclusionary Neighborhood Change.** Households are unable to move into a neighborhood that is experiencing housing cost increases due to gentrification or other factors, including higher-income households renting or purchasing more affordable housing stock that would have previously been accessible to them; landlord resistance to accepting Housing Choice Vouchers (HCV); competition for affordable resources favoring those with higher incomes; inability to meet credit and application and/or qualifying requirements.

Displacement risk is discussed in greater detail in the "Displacement Risk" section later in this document.

According to the 2016-2020 ACS, the annual median income (AMI) in the City of Stockton was \$58,393 in 2020, an increase of more than \$10,000 since 2010. The 2020 median income was notably lower in Stockton than for the county as a whole and the state, which, in 2020, had median incomes of \$68,628 and \$78,672, respectively. However, it should be noted that median income data in 2020 may be reflective of the impact of COVID and associated unemployment and has been increasing in 2021 and 2022 as the economy recovers.

According to Table HE-7, Household Income Distribution, in the Housing Needs Assessment (HNA), in 2020 approximately 25.4 percent of households in Stockton were considered very low-income, which is any four-person household that earns less than \$29,197 annually (less than 50.0 percent of AMI); approximately 10.8 percent of households correlated with the lower-income category, which is any four-person household that earns between \$29,178 and \$46,714 annually (between 51.0 and 80.0 percent of AMI); approximately 22.4 percent of households correlated with the moderate income category, which is any household that earns between \$46,715 and \$70,072 annually (between 81.0 and 120.0 percent of AMI; and approximately 41.4 percent of households correlated with the above moderate-income household category, earning over \$70,074 annually (above 120.0 percent of AMI).

### Above Moderate-Income Household Distribution

While the median income in Stockton ranges from \$12,256 to \$137,083 depending on the neighborhood, in general, higher incomes are found in the northern half of the city above Harding Way, with the exception of the lower portion of the Weston/Van Buskirk neighborhood south of French Camp Slough in

the southwest corner of the city. Areas where the median income is greater than \$87,100, as depicted on **Figure HE-2, Median Household Incomes in Stockton**, correlate with the above moderate-income range in the city. They are concentrated outside of the core of the city along its northern and western edges in the Trinity/Northwest Stockton, Eight Mile/Bear Creek, Morada/Holman, and Brookside/Country Club neighborhoods. There is also a concentration of census tracts in the Midtown neighborhood, inclusive of the University of the Pacific campus; the American Legion and Victory Parks; and the Elmwood, South Country Club, Northbank Court, and Oxford/Bristol residential areas with median incomes ranging between \$90,833 and \$94,706. There is one census tract in the Brookside/Country Club neighborhood with a median income of \$137,083, the highest in the city.

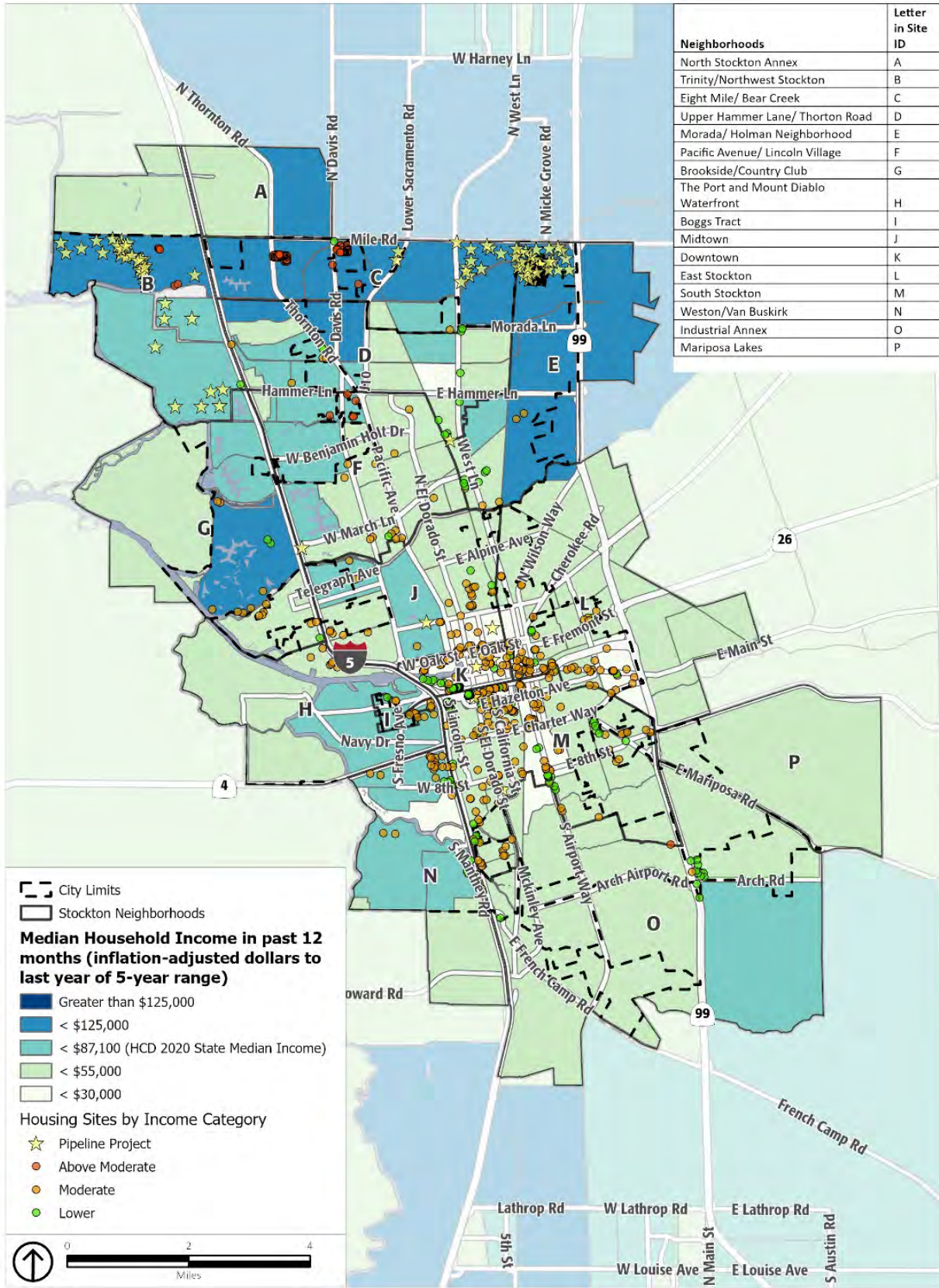
### Mixed Median Income Neighborhoods

There are three neighborhoods—Upper Hammer Lane/Thornton Road, the lower portion of Morada/Holman, and Pacific Avenue/Lincoln Village in the northern portion of the city—that have historically developed along the northern extension of major commercial thoroughfares from the Downtown and Midtown neighborhoods. They include a range of incomes and TCAC/HCD opportunity designations based on location of the residential areas, the presence of affordable housing resources, type and age of housing stock, physical development barriers (waterways, sloughs, railroad tracks), and other factors. Some of the block groups in these two neighborhoods may be experiencing gentrification and have concentrations of populations that are at increased risk of displacement.

The western portion of the Upper Hammer Lane/Thornton Road neighborhood to the west of Lower Sacramento Road consists primarily of moderate- and above moderate-income

households—from \$55,938 adjacent to I-5 where the affordable Emerald Pointe Townhomes are located, to \$108,304 in the Stonewood Estates subdivision south of Laughlin Park and White Slough. There are two census block groups in this geographical neighborhood, with median incomes in the low-income category—a mixed residential, institutional, and commercial area adjacent to I-5 along Kelley Drive, and the lower portion of the Creekside residential area including Wagner Heights Apartments and Delta Sierra Middle School. The portion of this neighborhood between Lower Sacramento Road and the Union Pacific Railroad Fresno Subdivision line is a mix of low- and moderate-median incomes, with four affordable housing complexes along Hammer Lane. There are two block groups with very low-median incomes, one of which, including the Stockton Summerplace residential area and Parklane Elementary School, has been designated a TCAC/HCD Area of High Segregation and Poverty with a median income of \$26,462.

Figure HE-2: Median Household Incomes



Source: 2015-2019 ACS

The Pacific Avenue/Lincoln Village neighborhood east of I-5, south of Hammer Lane, west of the Union Pacific Railroad Sacramento Subdivision line, and north of the Calaveras River is also primarily a mix of low- and moderate-median income areas. There are four block groups with median incomes in the very low-income category that are scattered throughout the neighborhood, and three of them are in the vicinity surrounding the San Joaquin Delta College campus. There is no pattern of concentration of very low-income households; adjacent block groups fall within the moderate- and above moderate-income categories. However, there are eight affordable multifamily housing complexes in this neighborhood, all of which are in block groups with median incomes below \$30,897, and one of these block groups is designated a TCAC/HCD Area of High Segregation and Poverty and HUD R/ECAP. The presence of the affordable housing complexes generally are a contributing factor to the lower median incomes in the block groups where they are located.

A similar spatial distribution of affordable multifamily housing complexes within block groups with lower median incomes is found in the lower portion of the Morada/Holman neighborhood, with median incomes ranging from \$29,359 to \$52,465 in block groups that have an affordable housing resource. Historically, as discussed in the “Other Relevant Factors” section, a significant segment of the Asian community relocated to these newly developing localities during the 1960s in response to the construction of the SR-4 cross-city highway and remain a predominant community of color in the present. The very low-income block group, unlike most of the surrounding areas, which are primarily residential, consists of a mix of multifamily complexes (both affordable and market rate), vacant land, and nonresidential uses.

### Lower-Income Neighborhoods

A defined concentration of very low- and low-median income households and affordable multifamily complexes is evident north of the Calaveras River in the central portion of the city along the West Lane, Pacific Avenue, El Dorado Avenue, Hammer Lane, and March Lane commercial corridors, and south parts of the city in the Midtown, Downtown, and South Stockton neighborhoods between Harding Way and Charter Way, with the lowest median incomes at \$12,256 and \$16,750 in the heart of Downtown. These lower-income block groups are generally defined by major transportation routes, including the Union Pacific Railroad lines, rail terminal, and switching station; I-5; SR 4; and the Port of Stockton, and include a mix of single-family and multifamily residential, industrial uses, entertainment venues, public and institutional buildings, educational facilities, and commercial services. The majority of this concentration of lower-income households has a correlating TCAC/HCD designation as an Area of High Segregation and Poverty and have been identified by HUD as R/ECAPs. The pattern of primarily lower median income households in the vicinity of major transportation corridors (rail, freeways, the Port)) is evident in East Stockton as well as south of the Downtown in the South Stockton, Weston/Van Buskirk, and Industrial Annex neighborhoods. The pattern also occurs in two enclaves of Housing Authority of County of San Joaquin public housing; 436 units at Conway Homes in the Van Buskirk community with an associated median household income of \$20,104; and 391 units at Sierra Vista Homes on Airport Way near the rail holding yards and Reverend Peterson and Williams Brotherhood Parks.

In Stockton, 16.8 percent of the population is considered under the poverty threshold, roughly equivalent to 14.0 percent of households that make less than 30.0 percent AMI, which is considered extremely low income. This is the highest rate among San Joaquin County jurisdictions. At the census-tract level,

the highest rates of poverty, above 30.0 percent, are found south of Harding Way in the Midtown neighborhood, in the Downtown neighborhood, and south of SR-4 in the South Stockton and the East Stockton neighborhoods. The census tracts with poverty rates that are above 30.0 percent of the population generally coincide with the city's lower-income block groups (**Figure HE-3, Local Poverty Rates**). Particularly high rates of poverty are in the Downtown (47.2 percent) bounded by East Park Street to the north, the Union Pacific Railroad Sacramento Subdivision line to the east, North Madison Street and El Dorado Street to the west, and the Mormon Slough to the south. This neighborhood includes the Amtrak Downtown ACE Station, 14 affordable multifamily complexes, single-family and multifamily housing units, Weber Point Events Center, DeCarli Waterfront Square, and a mix of industrial and commercial uses. Also, 43.5 percent of the population residing in the census tract in the Weston/Van Buskirk neighborhood (the Sierra Vista Annex-Conway Homes public housing development is in this tract) has an income below the poverty level. A poverty rate of 41.1 percent is seen in the residential areas east of the Union Pacific Railroad yards on either side of Airport Way in South Stockton, corresponding to the city's lowest-income residential areas, where housing typology and the presence of industrial uses likely account for increased housing affordability and higher rates of poverty. In addition, many areas south of SR-4 have historically been used as rail yard or port worker housing and were redlined areas, as discussed in the "Other Relevant Factors" section, with patterns of low incomes persisting in these areas. In general, elevated rates of poverty (above 20.0 percent) are found in the city's lower-income residential areas and often correlate with the locations of affordable multifamily housing units and mobile home parks.

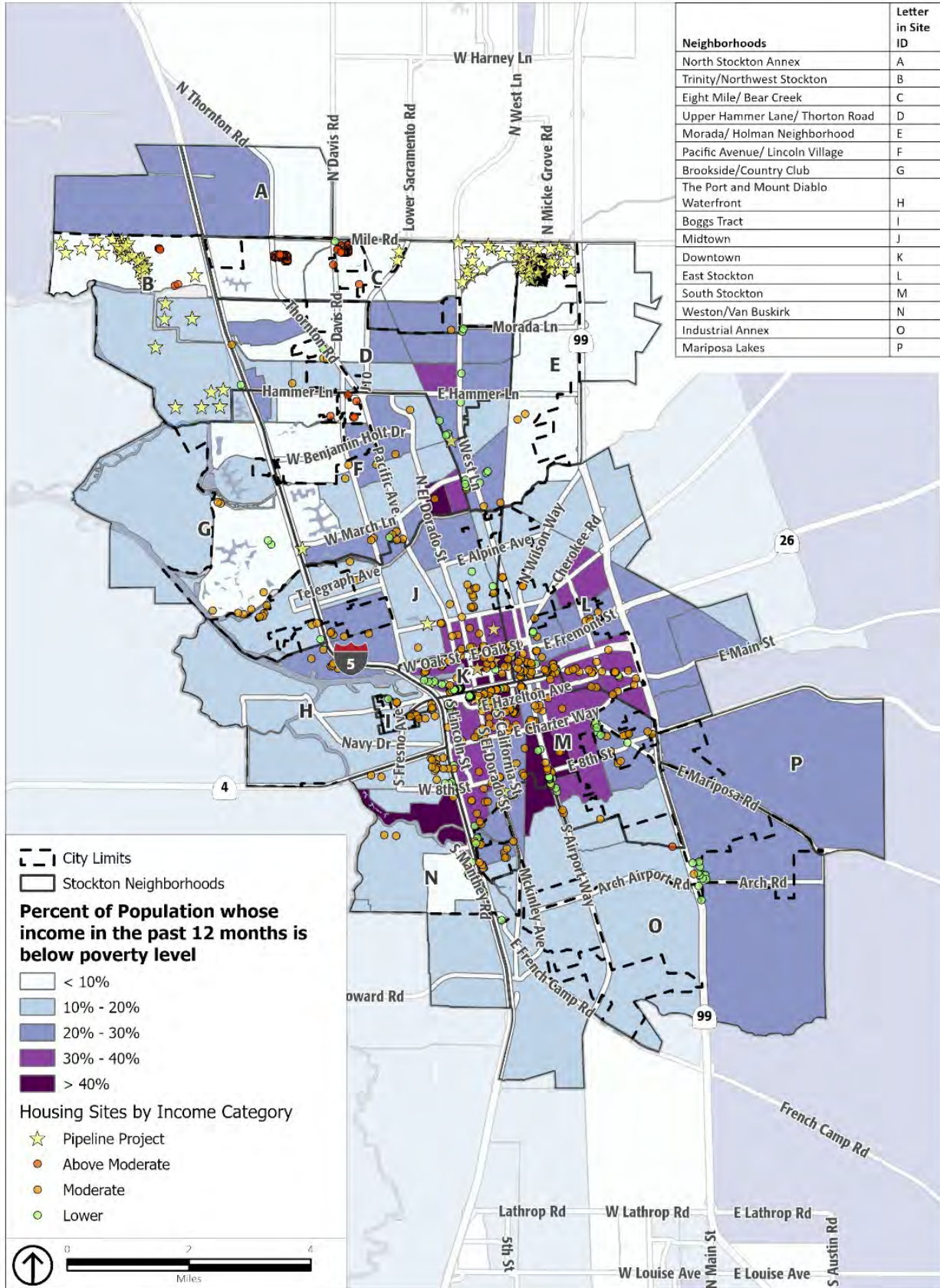
Between 2013 and 2020, incomes have shifted in the city. The proportion of very low-income households has decreased from 33.1 percent in 2013 to 25.4 percent in 2020, with a similar decrease in the proportion of households (15.4 percent in 2013 to 13.9 percent in 2020) with median incomes between \$30,000 and \$45,000, roughly corresponding to the low-income category. Conversely, above moderate-income households with incomes between \$75,000 and \$124,999 increased from 18.9 percent in 2013 to 21.4 percent in 2020. The proportion of households with incomes generally corresponding to the moderate-income category shifted only a few tenths of a percentage point. In 2013, every census tract with an affordable multifamily complex was categorized as having a median income below \$40,000, whereas in 2020, many of the block groups in the Pacific Avenue/Lincoln Village and upper Midtown neighborhoods that have affordable housing complexes also have median incomes above \$40,000. The northern, western, and eastern edges of the city have also seen increased median incomes.

This demonstrates that Stockton's residents have a wide range of incomes, with some distinctly higher-income areas in the northern half of the city; lower-income households predominate in the southern portion of the city where major transportation routes, industrial facilities, and nonresidential uses exist, in addition to historical practices of redlining. This pattern of income distribution is also evident in other jurisdictions in San Joaquin County along SR-99. However, though access to resources generally corresponds to income, as shown by TCAC/HCD Opportunity designations (**Figure HE-1**), there may be meaningful differences in access to other opportunity area factors, including the TCAC/HCD economic score, education domain score, and jobs/proximity index scores, which may contribute to higher-resource designations in lower-income areas. To improve access to areas of high opportunity for lower-income households, the City will work with

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developers to identify opportunities and reduce barriers to constructing higher density and affordable housing in higher income areas, particularly in the Trinity/Northwest Stockton, Brookdale/Country Club, Eight Mile/Bear Creek, and northeastern Morada/Holman neighborhoods; infill in the vicinity the Quail Lakes subdivision in Pacific Avenue/Lincoln Village neighborhood; and in the vicinity of University of the Pacific within the Midtown neighborhood, (Programs 5, 8, and 10) and will encourage construction of ADUs across the city to increase housing mobility opportunities (Program 6).

Figure HE-3: Local Poverty Rates



Source: 2015-2019 ACS



## RACE AND ETHNICITY

The City of Stockton is one of San Joaquin County's more diverse jurisdictions; its share of minority residents is 80.6 percent, compared to 69.3 percent in San Joaquin County as a whole and 63.5 percent for the State (Table HE-5, Population Breakdown by Race/Ethnicity, in the HNA). The largest proportionate racial and ethnic concentrations in Stockton are Hispanic/Latino (43.5 percent), non-Hispanic Asian (20.5 percent), non-Hispanic White (19.4 percent), and non-Hispanic Black/African American (11.0 percent). Other demographic groups, including American Indian/Alaskan Native, Asian Hispanic, Multiracial Hispanic, Native Hawaiian, and Other are represented by smaller populations, each comprising 2.0 percent or less of the city's population. The racial and ethnic groups that experienced the most growth between 2013 and 2020 were Hispanic or Latino residents, non-Hispanic Asian residents, and non-Hispanic Black or African American residents, and the non-Hispanic White population declined from 22.3 percent in 2013. The data also indicate an increase in the number of residents who identify as multiracial or as part of other, unspecified racial and ethnic groups.

As illustrated in **Figure HE-4, Local Racial Demographics**, the northern portion of the city generally west of Lower Sacramento Road and North El Dorado Road and north of SR-4 has a greater concentration of block groups with non-White populations—between 41.0 and 60.0 percent—than the portion of the city south of downtown and SR-4. White non-Hispanic residents comprise majorities by block group in central Upper Hammer Lane/Thornton Road and Pacific Avenue/Lincoln Village neighborhoods between I-5 and Lower Sacramento Road, and in the Brookside/Country Club neighborhood west of I-5. Also, the block groups to the east and south of University of the Pacific in the Midtown neighborhood are primarily White non-Hispanic,

likely in part due to a concentration of students in the area. is also one block group in the predominantly non-White Morada/Holman neighborhood, including the Friendly Village Mobile Home Park and the Imperial Stockton Estates Mobile Home Park, with a White non-Hispanic population of 48.0 percent, followed by Hispanic at 24.5 percent and Asian at 15.8 percent. These neighborhoods generally coincide with high and moderate TCAC/HCD opportunity designations.

There are high concentrations of non-White residents, predominantly identifying as Hispanic or Latino, throughout most of South Stockton (south of SR-4), including in areas near the Stockton Metropolitan Airport and the border with French Camp, and in the East Stockton neighborhood. The data also indicate a smaller concentration of non-White residents along I-5 near West Hammer Lane, which includes a mix of Hispanic residents (around 36.0 percent), approximately 25.0 percent Asian residents, approximately 15.0 percent Black and African American, and a White non-Hispanic representation near 18.0 percent. There are also notable non-White concentrations along the city's eastern boundary toward SR-99. However, unlike the majority of areas in the city with proportions of non-White populations above 81.0 percent, in which Hispanic households are predominantly represented, the Morada/Holman neighborhood in the northeast section of the city is proportionately the most racially and ethnically diverse. The block group west of SR-99 and east of the Union Pacific Railroad Fresno Subdivision line has a predominance of Asian households (46.0 percent) followed by Hispanic or Latino households at 30.3 percent, non-Hispanic White at 10.8 percent, and Black and African-American at 7.5 percent, correlating with a high TCAC/HCD designation; the remainder of the block groups within this geographic neighborhood have mixes of Asian and Hispanic or Latino residents between 35.0 and 40.0 percent each, with non-Hispanic White and

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Black or African American groups ranging between 11.0 percent and 17.0 percent each. There is another concentration of very racially diverse residential areas in the Weston/Van Buskirk neighborhood, with a mix of Hispanic or Latino (39.1 percent), Asian (25.2 percent), Black and African American (21.2 percent), and White non-Hispanic (8.8 percent) residents. This data indicates that there are racially and ethnically integrated neighborhoods in the city that generally correlate to moderate and high resource designations.

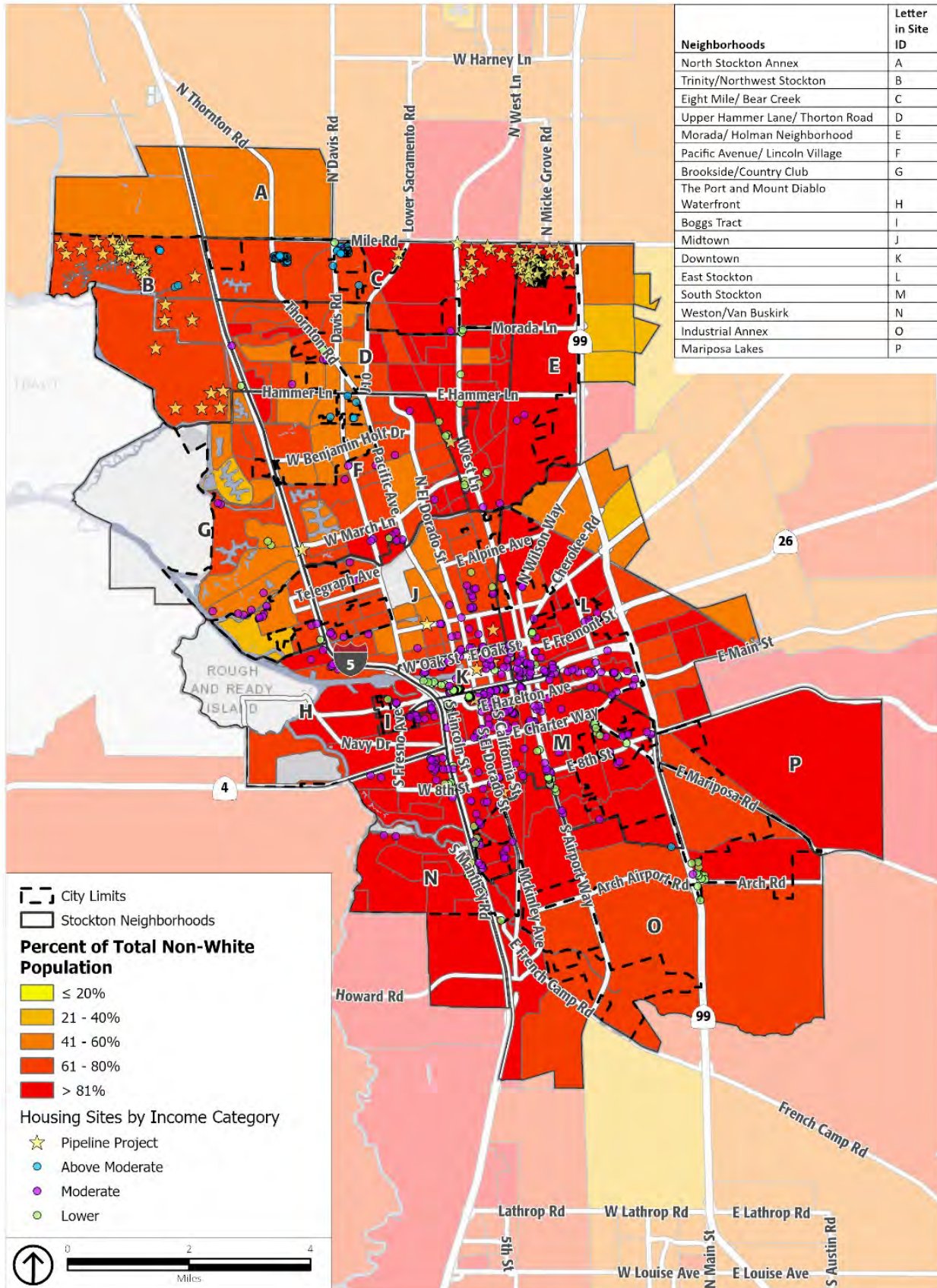
Generally, the city's most racially and ethnically diverse neighborhoods coincide with the city's lowest-income neighborhoods and neighborhoods designated as Areas of High Segregation and Poverty, as well as locations of affordable multifamily housing resources and the two Sierra Vista public housing communities. These neighborhoods are found in predominantly Hispanic communities in the southern section of the city (**Figure HE-4, Local Racial Demographics**), although the racial and ethnic composition of the two public housing communities is more diverse, with roughly half of the residents identifying as Hispanic or Latino, and one-quarter each identifying as Black and Asian.

Similar to many jurisdictions in the San Joaquin Valley, Stockton once experienced redlining, which influenced racial and ethnic patterns in the city, and these communities may have more limited access to resources and opportunities than households with similar incomes living in other parts of the county (see the section titled "Other Relevant Factors"). However, in recent decades, Stockton has experienced dramatic integration and persistent diversity. The 2010-2014 and 2016-2020 ACS data reflect nearly identical spatial distributions of racial and ethnically diverse groups; however, there have been substantial shifts in the Pacific Avenue/Lincoln Village, Midtown, East Stockton, and Morada/Holman neighborhoods from lower to higher

proportional representations of non-White demographic groups. In general, areas of the city that are the most diverse now were also the city's most diverse since the early 2000s, though these neighborhoods are more diverse today than they were previously.

This indicates that Stockton is home to a diverse population of residents with a wide range of household incomes, with generally higher incomes in areas of higher White non-Hispanic communities as well as neighborhoods with higher proportions of Asian-identifying residents on the east side of the city; distinctly lower incomes are found in communities with higher proportions of Hispanic-identifying residents living in the southern half of the city, with some neighborhoods experiencing high poverty and segregation and identification by HUD as a R/ECAP, discussed in the following section.

Figure HE-4: Local Racial Demographics



Source: Esri, 2018

To increase housing mobility opportunities for lower- and moderate-income households and non-White households, the City will implement Program 10 to continue to support construction of high-density housing in areas with better access to opportunities to facilitate economic mobility for lower-income residents and will promote construction of a range of housing types to meet a variety of needs.

### R/ECAPS and RCAAs

Concentrations of minority populations or concentrations of affluence may indicate a fair housing issue despite relative integration compared to the region.

### R/ECAPs

In 2013, HUD developed a method for identifying disproportionate impacts of poverty on racial and ethnic minority groups that relies on a racial and ethnic concentration threshold, as well as a poverty test. **Figure HE-5, Racially or Ethnically Concentrated Areas of Poverty (R/ECAP)**, identifies the R/ECAP areas in Stockton by census tracts based on the HUD criteria. Concentrations of R/ECAP tracts are located throughout Downtown Stockton and the areas immediately to the south of SR-4 in South Stockton, correlating with several of the tracts identified by the Home Owners Loan Corporation Redlining Grade (University of Richmond, 2021) as “Declining” and “Hazardous,” and a TCAC/HCD Opportunity Resource designation of High Segregation and Poverty. Many of the deed restricted housing complexes in the city are included within the boundaries of the R/ECAPS, with the highest concentration in the Downtown, which likely contributes to the concentration of households in poverty. The R/ECAP tract geographic distribution is very similar to that of lower income households, with proportions of renter households above 60.0 percent; between 15.0 to 29.5 percent of residents live in overcrowded conditions in all but one census tract (which is adjacent to rail switching yards and largely industrial uses); over 60.0 percent of renters pay

over 30.0 percent of their income for housing (one census tract in Homestead community has slightly lower renter overpayment at 56.1 percent); and over 40.0 percent of owners overpay for housing. Also, between 20.0 percent to 60.0 percent of households in these census tracts are single female-headed households.

There are also three scattered census tracts identified as R/ECAPS in the Upper Hammer Lane/Thornton Road and Pacific Avenue/Lincoln Village neighborhoods. While the census tracts northwest of the intersection of West Lane and East Hammer Road, and the census tract southeast of the intersection of East March Lane and North El Dorado Street are designated as TCAC/HCD Areas of High Segregation and Poverty, the census tract southeast of the intersection of Thornton Road/Pacific Avenue and West Hammer Lane has a moderate TCAC/HCD resource opportunity designation. Within this census tract, the median income in 2019 was \$42,939 and the percentage of persons in poverty is 21.1 percent, with 37.2 percent of children in the tract in households below the poverty level. As well, 77.2 percent of the population is non-White, which meets the requirement for a R/ECAP having a non-White population over 50.0 percent of the total tract. Based on these characteristics, this tract has a concentration of non-White households but the population rate is below that required of a R/ECAP. As stated previously, HUD identified R/ECAP areas in 2013. Therefore, more current data suggest that this area may have experienced a decrease in poverty rate. However, household characteristics still indicate a concentration of lower-income, cost-burdened households. Approximately 75.9 percent of households are renters, 57.3 percent of renter households overpay for housing, and 33.4 percent of homeowners overpay for housing; it is located in a moderate risk of flooding zone; there are two affordable housing complexes; and while the senior population is fairly low in this tract, at

12.8 percent of the total tract population, 57.6 percent of seniors experience a disability, which is equivalent to 44.8 percent of the persons with disabilities in this tract.

The City will provide opportunities for provision of mixed-income housing integration through Programs 6 and 10.

### RCAAS

Where the R/ECAP areas reflect concentrations of poverty, HCD has developed an alternative metric focused on areas of Racially Concentrated Area of Affluence (RCAAs). An RCAA is defined as a tract in which the percentage of a population tract that identifies as White is 1.25 times higher than the percentage that identifies as White in the entire COG region (also called the Location Quotient), and where the median income is at least 1.5 times greater than the COG AMI. There are two RCAA areas in Stockton—one in the Upper Hammer Lane/Thornton Road neighborhood with a TCAC/HCD High Resource Opportunity area designation, and the Brookside Country Club neighborhood with a Highest TCAC/HCD Resource Opportunity area designation. The limited distribution of RCAAs reflects the relatively high representation of communities of color in most of Stockton as well as the limited affluence level (**Figure HE-6, Racially Concentrated Areas of Affluence**).

In contrast to R/ECAPs, RCAAs usually have persisted due to decades of focused investment, appreciated value of real estate, and wealth generation resulting from discriminatory practices and covert (and in some cases overt) racially restrictive covenants, indicating possible barriers to entry for non-White and lower-income households in these neighborhoods. The UC Merced Urban Policy Lab found that White residents of Stockton are the most isolated compared with other ethnicities. Stockton's isolation index of 0.248 for White residents means that the average White resident lives in a neighborhood in which 24.8

percent of the population is White. Therefore, the higher percentage of non-Hispanic White population in the RCAAs indicates that there are other factors that have influenced this level of segregation.

As discussed in greater detail in the "Other Relevant Factors" section, the Brookside Country Club RCAA tract coincides with the development of the Brookside Master Planned community in the late 1980s, designed as an elite golf course community emphasizing security, better educational facilities, and an exceptional quality of life. Though racial discriminatory exclusion was not direct, the community was socioeconomically differentiated by income and the ability to pay the high market rate home prices and association fees. In 2020, the RCAA has an overall median income of \$105,766, and a Location Quotient of White population of 1.47 (47.1 percent White), although the actual percentage of White population varies within the four block groups encompassed by the RCAA.

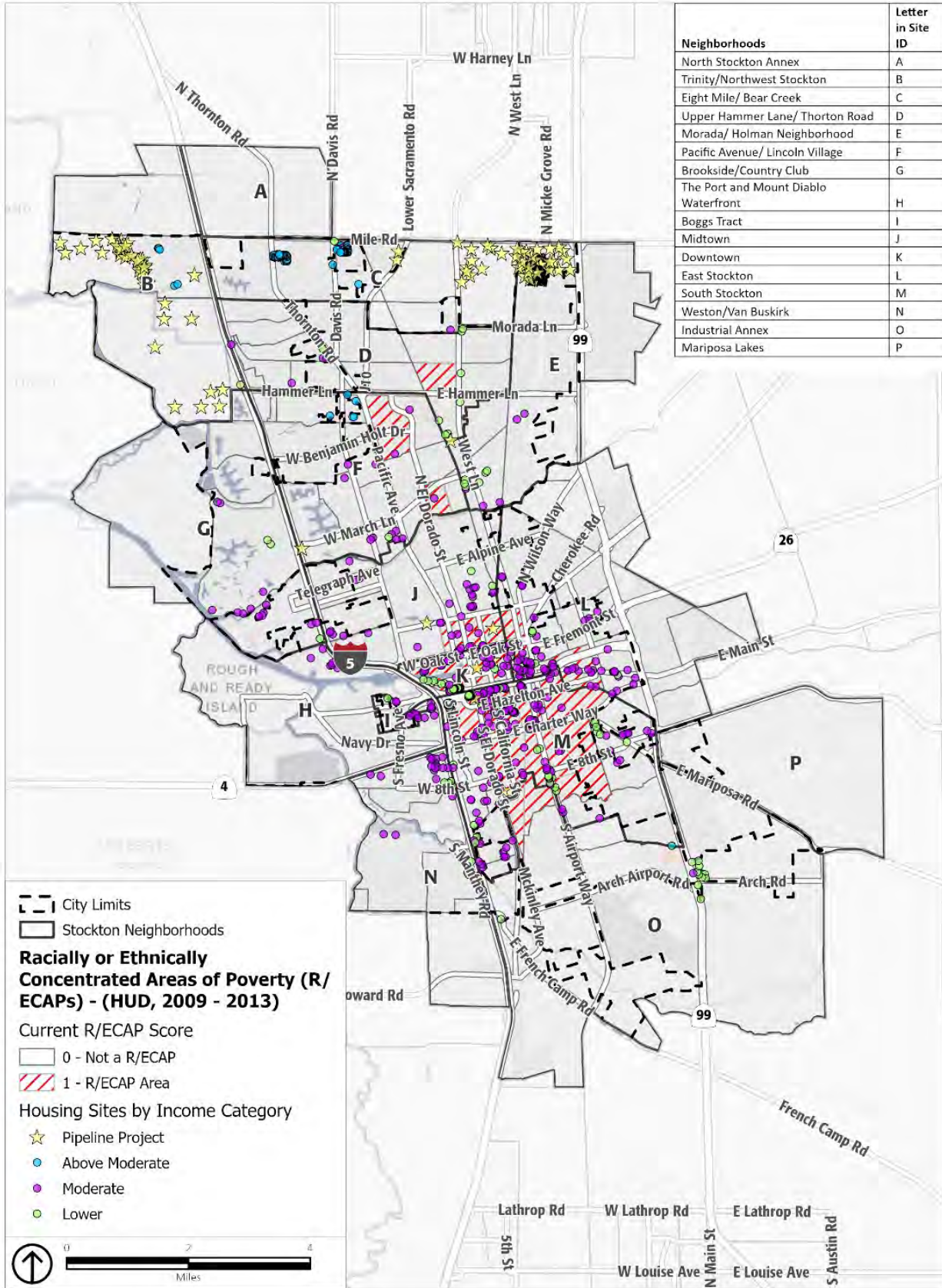
Although the median income within the four block groups remains among the highest in the city, the racial and ethnic composition of the Brookside RCAA has been shifting, and should this trend continue over the next decade, the Brookside Country Club neighborhood may no longer qualify as an RCAA. In 2010 (2010 census), the proportion of White population ranged from 48.2 to 71.8 percent, with two block groups at 63.0 percent; followed by Asian residents comprising between 18.4 to 30.9 percent; and Hispanic residents did not exceed 12.6 percent in any block group. In comparison, in 2020 (2016-2020 ACS), the White population had diminished to between 32.4 and 57.1 percent; the Asian population had risen to between 20.1 and 32.4 percent for an average of 21.6 percent tract-wide; and the Hispanic population had increased to between 13.4 and 25.3 percent for an average of 22.1 percent within the tract. While this shift in the racial and

ethnic composition of the RCAA suggests that White residents may be relocating elsewhere in the city, it also indicates increasing integration and housing mobility opportunities for (higher income) non-White populations.

The second RCAA is not as clearly distinguished from other census tracts with higher income residents, although it meets the parameters of the RCAA definition; the Location Quotient is 1.26 (40.4 percent White), with a median income of \$96,118 and a High resource designation. The non-White population is more heavily Hispanic, at 30.5 percent of the tract population, with a fairly equal mix of Asian and Black residents—approximately 11.0 percent. The RCAA encompasses the Stonewood Estates community, also developed in the mid-1980s, with home values averaging \$500,000. Similar to the Brookside RCAA, the racial and ethnic composition has shifted from 54.0 percent White in 2010 to 40.4 percent White in 2020, and though the income remains high, in relative terms the overall median income in the tract is lower than in 2010. Based on these characteristics, it is likely that this tract will no longer meet the RCAA parameters at some point in the near future. However, the shift in socioeconomic characteristics indicates that this RCAA has provided housing mobility opportunities for moderate-income households and non-White households in a TCAC/HCD High resource designated area.

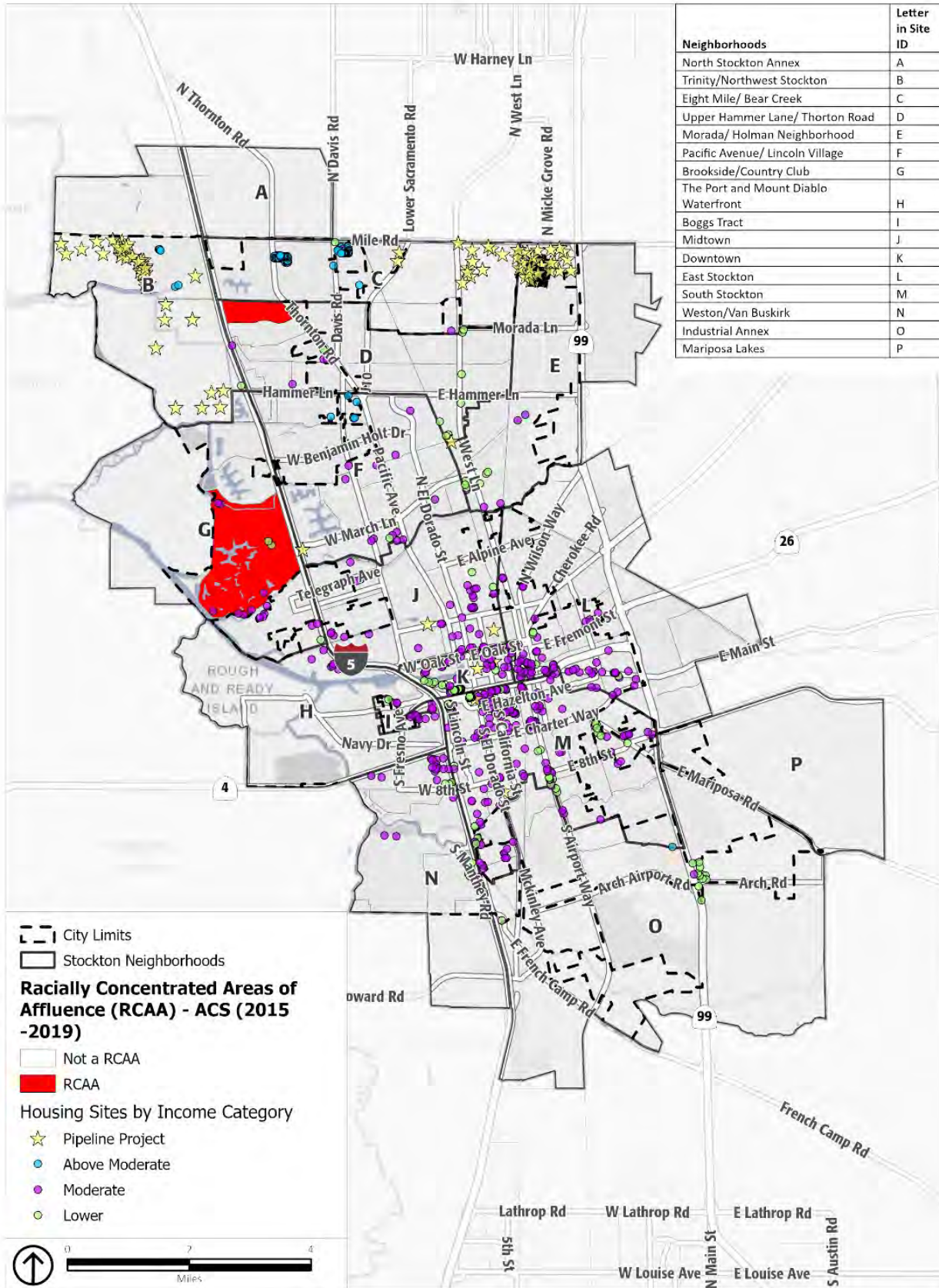
The City will commit to Programs 6, 10, 12, 13, 15, 24, and 25 to integrate affordable housing into these neighborhoods to increase housing mobility opportunities and increased access to resources for lower income households.

Figure HE-5: Racially or Ethnically Concentrated Areas of Poverty



Source: HUD, 2013

Figure HE-6: Racially Concentrated Areas of Affluence



Source: 2015-2019 ACS, HCD 2022

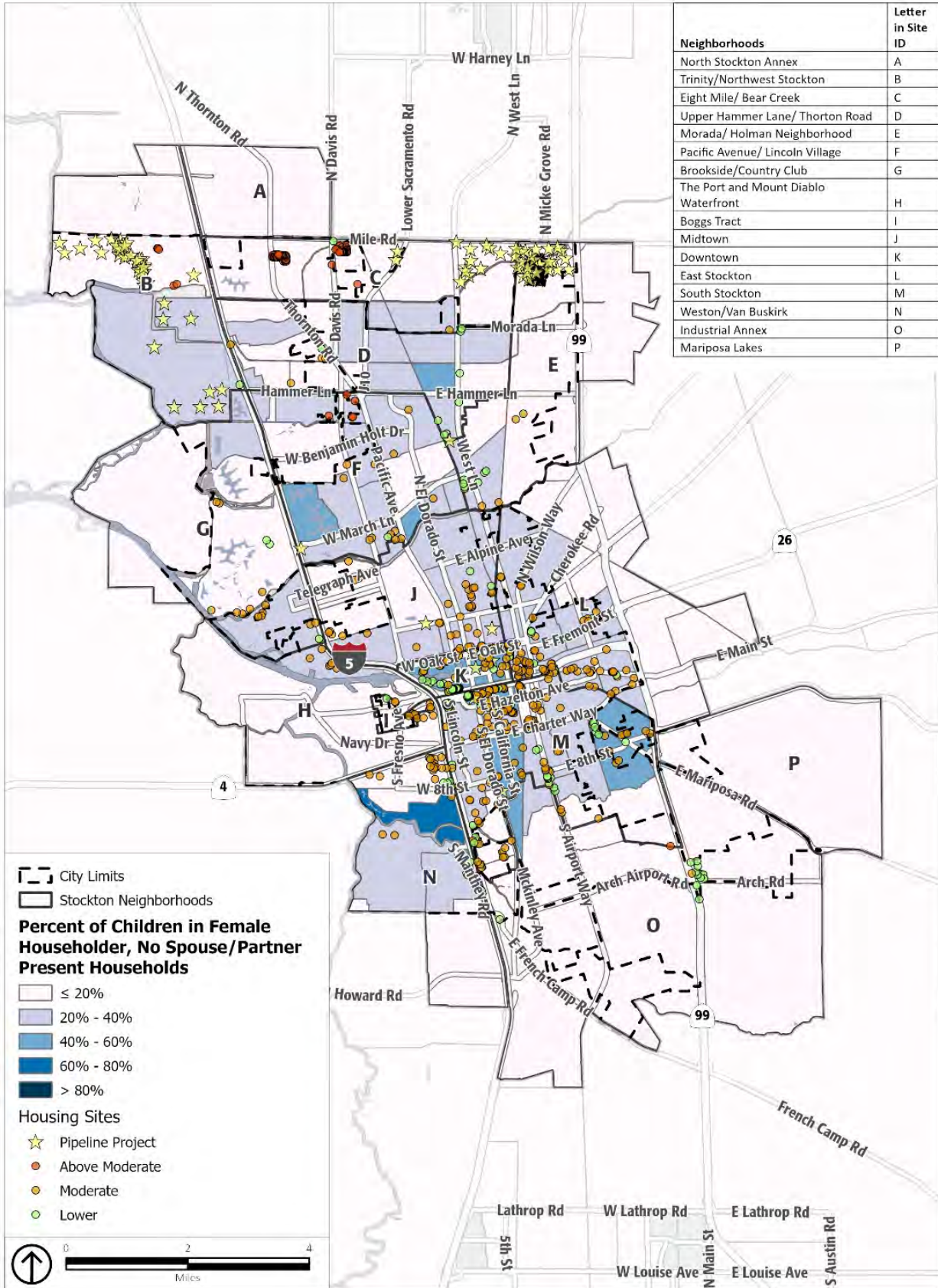


### FAMILIAL STATUS

Approximately 72.5 percent of Stockton households are family households, defined by California law as a household of two or more persons, regardless of relationship status. As indicated by Table HE-36, Female-Headed Households, in the HNA, 30.3 percent of family households are headed by single females with no spouse, which is greater than in San Joaquin County at 25.1 percent, and the state at 26.2 percent. Similarly, Stockton has a greater proportion of single female-headed households with children under the age of 18 (8.1 percent of all households and 26.8 percent of total female-headed households) compared to countywide (5.8 percent of total households and 23.1 percent of female-headed households) and statewide (4.7 percent of total households and 17.9 percent of female-headed households). Of the total number of female-headed households in the city, 28.9 percent have incomes below the poverty level. Overall, female-headed households with children comprise 55.5 percent of total households in poverty in Stockton, which indicates that these households are at particular risk of displacement and challenges securing affordable housing. The spatial distribution in the northern portion of the city of single-parent, female-headed households with children of between 20.0 to 40.0 percent of the total number of single female-headed households in the tract is generally consistent with TCAC/HCD Low and Moderate opportunity designations in the Morada/Holman and Upper Hammer Lane/Thornton Road neighborhoods, and the portion of the Pacific Avenue/Lincoln Village neighborhood east of Thornton Road as well as south of March Road. The entire East Stockton neighborhood shows rates of single-parent, female-headed households with children between 20.0 to 40.0 percent of the total number of single female-headed households. Data indicate that there is a common correlation between higher rates of single-parent, female-headed households with children in the census tracts with lower-incomes, a predominance of non-White households, and availability of affordable housing resources.

The spatial distribution of single-parent, female-headed households with children of between 40.0 to 60.0 percent of the total number of single female-headed households in the tract is generally consistent with TCAC/HCD Opportunity Areas of High Segregation and Poverty designations and lower-median household incomes. The majority of the southern portion of the city, including the Downtown, portions of the East Stockton neighborhood, and South Stockton neighborhoods, have rates of single-parent, female-headed households with children between 20.0 to 60.0 percent of the total number of single female-headed households in the tract. Higher rates of this household type in lower-resource, lower-income areas suggest that children in these households may have more limited access to resources and opportunities compared with children living in other parts of the city or in other family configurations. However, the higher presence of single female-headed households with children in low resource areas is not a consistent correlation in all census tracts. There are two census tracts designated TCAC/HCD High resource opportunity in the Pacific Avenue/Lincoln Village neighborhood, where between 40.0 to 60.0 percent of households are single female-headed households with children. In the census tract bounded by I-5 to the west, Grouse Run Drive to the east, and March Lane to the south, median incomes range from \$60,341 to \$98,491 (**Figure HE-7, Children in Female-Headed Households**), with non-White populations between 41.6 to 69.3 percent. However, although the census tract south of Weberstown Mall is designated High resource opportunity, it has a median household income of \$39,240, and 79.2 percent of the population is non-White, which aligns more closely to the pattern of higher rates of this household type in lower-income, more racially and ethnically diverse areas, suggesting that the more positive TCAC/HCD designation is a result of proximity to access to resources, amenities, and educational facilities.

Figure HE-7: Children in Female-Headed Households



Source: 2015-2019 ACS

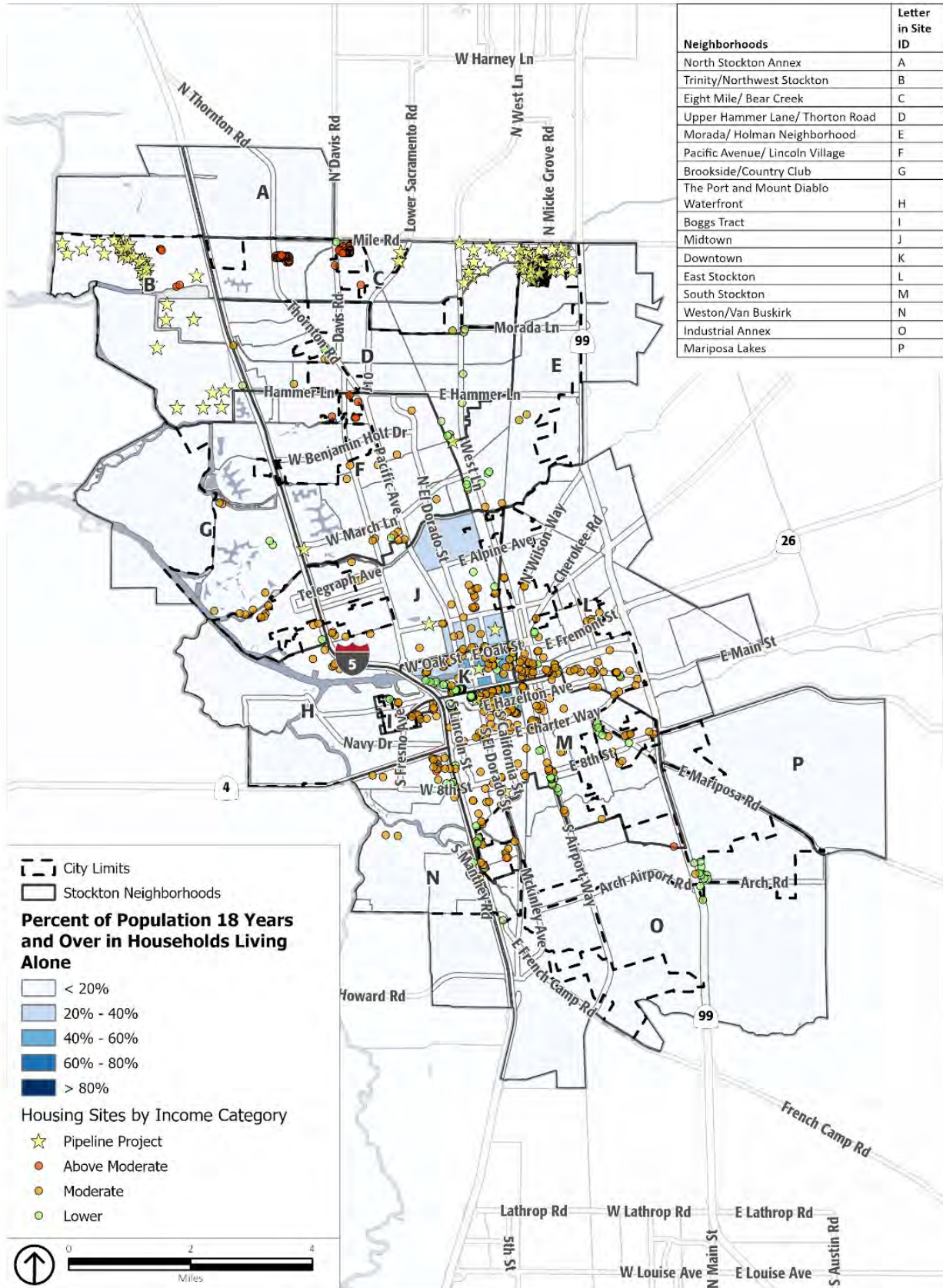
The census tract with the highest rate, between 61.0 and 80.0 percent of single female-headed households with children, is found in the Weston/Van Buskirk neighborhood in the southwest portion of the city. The census tract is designated an Area of High Segregation and Poverty, which also corresponds to the location of the Sierra Vista–Conway Homes Annex affordable public housing community. This indicates a concentration of single-parent, female-headed households in a low-resource, low-income, and predominantly non-White neighborhood.

Data from the 2016-2020 ACS indicate that approximately 22.2 percent of households consist of residents living alone. A slightly higher proportion (54.6 percent) of single-person households are renters compared to homeowners (45.4 percent). The spatial distribution of single-person households is fairly evenly distributed throughout the city at a rate below 20.0 percent of households (**Figure HE-8, Adults Living Alone**). However, there is a concentration of single-person households ranging from 28.7 percent to 42.6 percent of the total households in three census tracts in and near the Greater Downtown area. Almost one-quarter (24.4 percent) of the population in these tracts are Generation Z (age 7 to 25), with Millennials (age 25 to 42) comprising 28.9 percent of the population, followed by Baby Boomers (age 59 to 77) at 19.3 percent, and Generation X (age 43 to 58) at 18.5 percent. Individuals over 77 represented only 7.0 percent of the population. All three census tracts are TCAC/HCD designated as an Area of High Segregation and Poverty and are identified as a R/ECAP by HUD. As well, there are 17 affordable housing resources in this area, several of which are operated by the Housing Authority of County of San Joaquin as permanent supportive housing for the formerly homeless. There is also one area with a concentration of single-person households above 20.0 percent in the census tract adjacent to University of the Pacific campus in

the Midtown neighborhood with a TCAC/HCD Moderate resource opportunity designation. Within this tract, the largest age cohort is again Millennials at 25.8 percent, with Baby Boomers comprising 22.4 percent of the population, Generation Z at 20.9 percent and Generation X at 14.9 percent. In contrast to the Downtown however, the oldest age cohort represents 13.5 percent of the population. While the higher proportion of persons who live alone in this tract could be partially attributed to its adjacency to the college campus, the higher proportions of persons in the older age cohorts suggests that a portion of residents may be aging in place, particularly associate with convenient access to a range of medical facilities. Although incomes range between \$17,478 to \$57,03, and 20.0 percent of the population has an income below the poverty line, the two affordable housing complexes and student living arrangements may contribute to the dynamic of lower economic conditions and single-person households, and therefore the population in this tract is not considered at risk of displacement.

The City will implement Programs 6 and 28 to improve access to affordable housing for single-parent female headed households and single person households in areas of higher opportunity by encouraging construction of affordable units in a range of sizes, and improve opportunities in low-opportunity areas.

Figure HE-8: Adults Living Alone



Source: 2015-2019 ACS

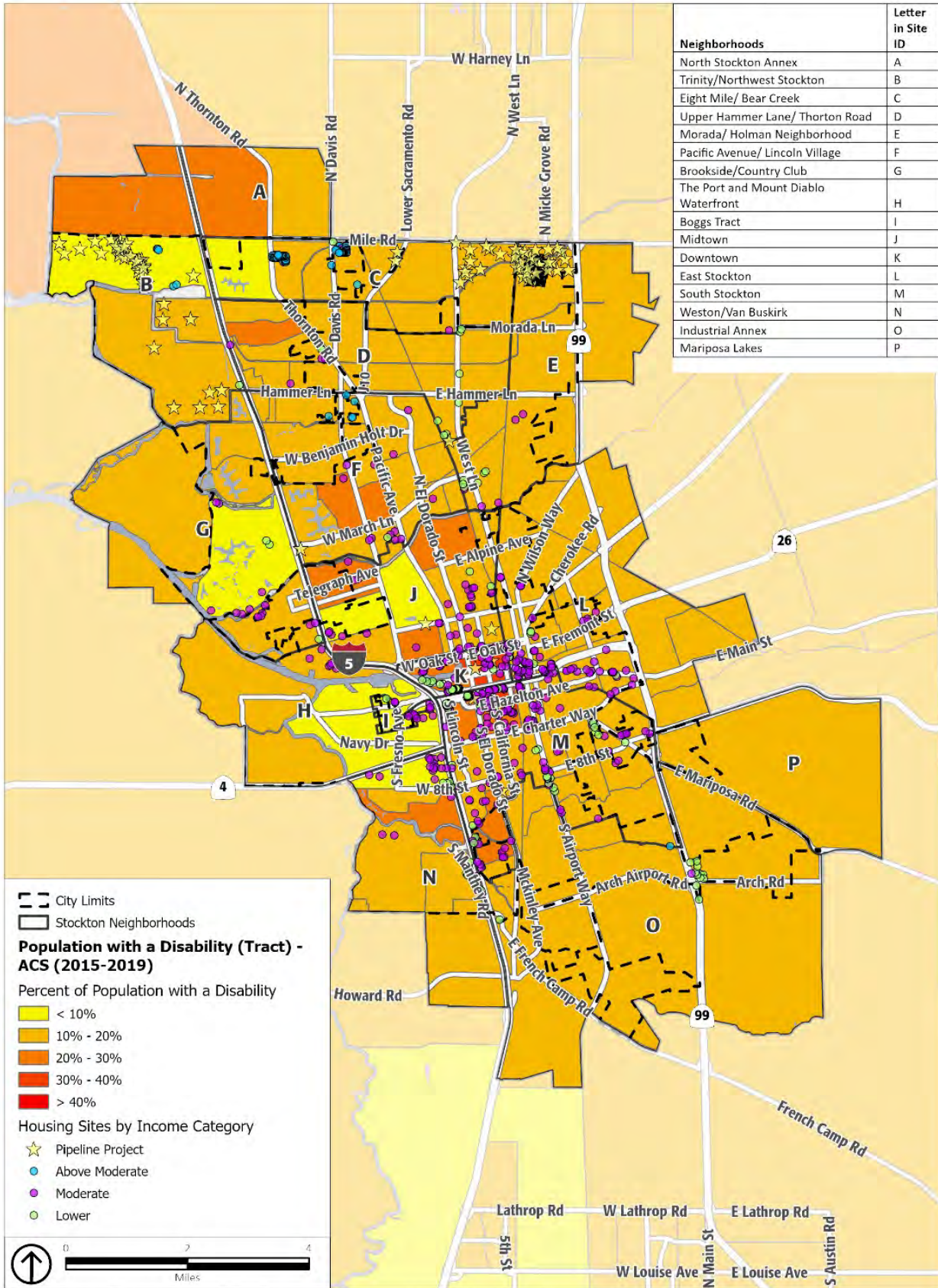
## PERSONS WITH DISABILITIES

Persons living with disabilities are an important population with special needs with respect to housing. Such persons are often more likely to live in poverty, struggle to secure and maintain adequate employment, and sometimes require significant accommodations in housing. As shown in Table HE-33 in the HNA, 14.6 percent of the total population in Stockton five years and older had one or more disabilities in 2020, compared to 13.3 percent countywide and 8.0 percent in California. Among school age children, the most frequent disability was cognitive (48.6 percent). For persons ages 18 to 64 years, the most frequent disabilities were ambulatory (27.4 percent), cognitive (23.2 percent), and independent living (20.8 percent). Among seniors, ambulatory and independent living disabilities were the most frequent (29.2 percent and 21.6 percent, respectively).

**Figure HE-9, Percentage of the Population with a Disability**, shows the geographic distribution of residents with disabilities by census tract. The spatial distribution of Stockton residents living with disabilities is consistent with patterns demonstrated by Areas of High Segregation and Poverty and lower-income households, with lower rates of disability generally corresponding to High and Moderate resource designated areas. The majority of the city has a rate of persons with a disability below 20.0 percent, with census tracts with 10.0 percent or below of residents experiencing a disability found in the Trinity/Northwest Stockton, Brookside Country Club, Midtown (University of the Pacific), and the Port and Mount Diablo Waterfront (which contains very little residential population) neighborhoods. Census tracts with a share of residents with a disability between 20.0 percent to 30.0 percent of the total population are found in four tracts north of the Greater Downtown. Two of these tracts are adjacent to University of the Pacific campus, and one is adjacent to and inclusive of San

Joaquin Delta College. The availability of commercial uses, services, amenities, and transit opportunities in the vicinity of the campuses suggests that these areas may be attractive residential options for persons with disabilities, with TCAC/HCD designations ranging from Low resource west of University of the Pacific to High resource to the east of University of the Pacific and the San Joaquin Delta College environs. The final census tract with a high rate of persons with disabilities is in the Upper Hammer Lane/Thornton Road neighborhood between I-5 and Thornton Road, including the Wagner Heights Rehabilitation Center, suggesting that the residents of this facility contribute to the higher incidence of disability. South of Greater Downtown in the Weston/Van Buskirk neighborhood, the census tract north of French Camp and Walker Slough, west of I-5, including the Sierra Vista II affordable public housing complex, has a rate of persons with disabilities of 23.1 percent, of which 29.7 percent are seniors (although seniors comprise less than 10.0 percent of the total population in this tract, 65.0 percent experience a disability). This census tract is TCAC/HCD designated as an Area of High Segregation and Poverty, has a poverty rate of 43.5 percent, and the highest rate of single female-headed households with children.

Figure HE-9: Percentage of the Population with a Disability



Source: 2015-2019 ACS

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The census tracts with the highest proportion of residents with disabilities are found in Greater Downtown Stockton, north of Dr. Martin Luther King Boulevard (formerly East Charter Way,) east of I-5, south of West Harding Way and East Park Street, and west of North Van Buren Street and the Union Pacific Railroad Sacramento Subdivision/ACE line. The proportion of persons with disabilities range from 19.6 to 20.8 percent in the census tracts south of Harding Way and north of West Park Street (between 34.8 and 47.3 percent of disabled persons in these tracts are seniors); to 31.1 percent in the downtown core (33.7 percent of persons with disabilities are seniors); to just over 25.0 percent in the census tract to the west and southwest of the Downtown core (with seniors between 27.9 and 48.9 percent of disabled persons). As previously discussed, the Greater Downtown area is designated a TCAC/HCD Area of High Segregation and Poverty, HUD identifies it as a R/ECAP, and a large number of affordable housing and homeless resources are located in the vicinity, with transit opportunities available at the Amtrak Downtown ACE Station, the nearby Amtrak San Joaquin Street, and the Greyhound terminal at the corner of South Center and East Market Street.

There are several licensed assisted living facilities available to persons living with disabilities in Stockton. According to the State of California Licensing Division, accessed February 2023, there are 227 adult residential facilities with capacity for 1,490 residents, and 3 adult day care facilities southwest of the Industrial Annex neighborhood in the unincorporated French Camp area, with daily capacity for 235 persons. These residential homes are for adults with intellectual and developmental disabilities who also have medical, behavioral, or age-related support needs. There is also capacity for 1,948 persons in licensed senior residential facilities, with some of the largest being O'Connor Woods Assisted Living with capacity for 499 seniors, Camlu Assisted Living with capacity for 160 residents, Del Monte Stockton with capacity for

158 seniors, and Golden Haven with capacity for 150 seniors. Facilities are clustered largely within the western half of the Pacific Avenue/Lincoln Village; in the vicinity surrounding San Joaquin Delta College and the commercial services and amenities along Pacific Avenue and March Lane; and in the lower Morada/Holman neighborhood. There is also a cluster of assisted living facilities in the Midtown neighborhood in the vicinity of the St. Joseph's Medical Center between Pacific Avenue and North Airport Way, as well as within the Greater Downtown area in higher-density neighborhoods. Most facilities correspond with areas of concentrated disability, therefore explaining the higher rates of disabilities in these tracts compared to other areas of the city. As well, multifamily senior independent and single-family active adult communities are located throughout the city.

The City also requires new developments to comply with Title 24 of the 2022 California Building Code to ensure that all new construction meets accessible design standards, thus ensuring that all new housing is accessible for all residents regardless of disability. Additionally, the City will ensure that older housing that may not meet the same accessibility requirements can be adapted as needed through its Reasonable Accommodation process, discussed in the Governmental Constraints section of this Housing Element, and by seeking funding to assist with modifications (Program 27).

To improve access to housing for senior residents and other residents with disabilities, the City has included Program 25 to encourage all new units to be universally designed so they are accessible for both occupants and visitors.

# ACCESS TO OPPORTUNITY

## TRANSIT MOBILITY

Transit mobility refers to an individual's ability to navigate the city and region on a daily basis to access services, employment, schools, and other resources. Indicators of transit mobility include the extent of transit routes, proximity of transit stops to affordable housing, and frequency of transit.

Regional rail transit is provided by the San Joaquin Regional Rail Commission (Amtrak San Joaquins), which services 18 train stations in the San Joaquin Valley. Originating in San Francisco, the route travels to Oakland and Richmond (with connection to BART); up through Sacramento to Stockton; continuing to Modesto, Merced, Madera, Fresno, Hanford, and Bakersfield; to Los Angeles; and through Orange County to San Diego, with intermediate stations. ACE rail provides four trips per day to the Tri Valley and Silicon Valley. Sacramento service (including a shuttle connection to the Sacramento Airport) is expected to begin operating in 2025. In addition to rail service, Amtrak San Joaquin offers a Thruway Bus network with a connection at the Stockton San Joaquin Street Station serving Los Angeles, San Francisco, Yosemite, Napa, Las Vegas, Arcata, Chico, and San Luis Obispo. Thruway connections are also available between Redding and Sacramento, and between Santa Cruz and Stockton via San Jose on the Altamont Corridor Express, connecting to Silicon Valley business shuttles and BART.

Stockton Metropolitan Area residents are served by the San Joaquin Regional Transit District (RTD). There are six transit service types in the RTD system serving Stockton. The RTD Local fixed route connects BRT Express, Intercity Local, Hopper, and Commuter services as well as VanGo! and Dial-A-Ride paratransit services.

San Joaquin RTD is one of the transit operators in the Access San Joaquin Consolidated Transportation Services Agency formed by multiple transit operators in San Joaquin County. One of the primary goals of Access San Joaquin is to improve the quality of transportation services for low-mobility groups such as seniors and people with disabilities, discussed in greater detail later in this section.

Two Commuter routes provide service north to Sacramento. Route 150 operates between the Downtown Transit Center and the Dublin BART Station between 4:00 am and 7:20 pm on weekdays, with a stop at the Tracy Transit Station and weekend service between 7:00 am and 10:30 pm; Route 163 connects Stockton to Lodi and Sacramento via SR-99 on weekdays, with service originating in Stockton at 5:30 am and the last bus from Sacramento arriving back in Stockton at 6:30 pm. Monthly round-trip fares from Stockton to Sacramento are \$176 monthly or \$7.00 one way.

RTD launched its first Bus Rapid Transit (BRT) Express Corridor in 2007. BRT Express routes are key corridors, some up to six miles in length, and are important interconnections within the transportation system for the city of Stockton. BRT operates five fixed local intracity express routes between the Downtown Transit Center at California Street and East Weber Avenue, throughout the city, with connections at the Hammer Transfer station. Routes are operated from 5:20 am to 10:11 pm on weekdays and from 7:00 am to 7:44 pm on Saturday, depending on the route.

There are 21 local routes that serve the Stockton community via the Downtown Transit Center, Mall Transfer Station, and Hammer Transfer Station. As well, there are seven Local Hopper routes and five Hopper County routes. Metro Hopper is a deviated fixed-route service serving popular destinations throughout the Stockton city limits, operating Monday through Friday, 6:00 am to 6:30 pm, running approximately



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every hour. County Hopper is a deviated fixed-route service serving San Joaquin County and providing intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop, and Escalon. There are five weekday routes that operate from 5:30 am to 9:00 pm. The BRT Express, Local, Intercity, and Hopper systems charge \$1.50 for a single ride; the discounted rate for seniors over age 60, persons with disabilities, and Medicare cardholders is \$0.75; and children are free. A one-day pass is \$4.00 with the discount rate at \$2.00. Monthly full-price passes are \$65.00, with discount fares at \$30.00, and special student fares at \$40.00.

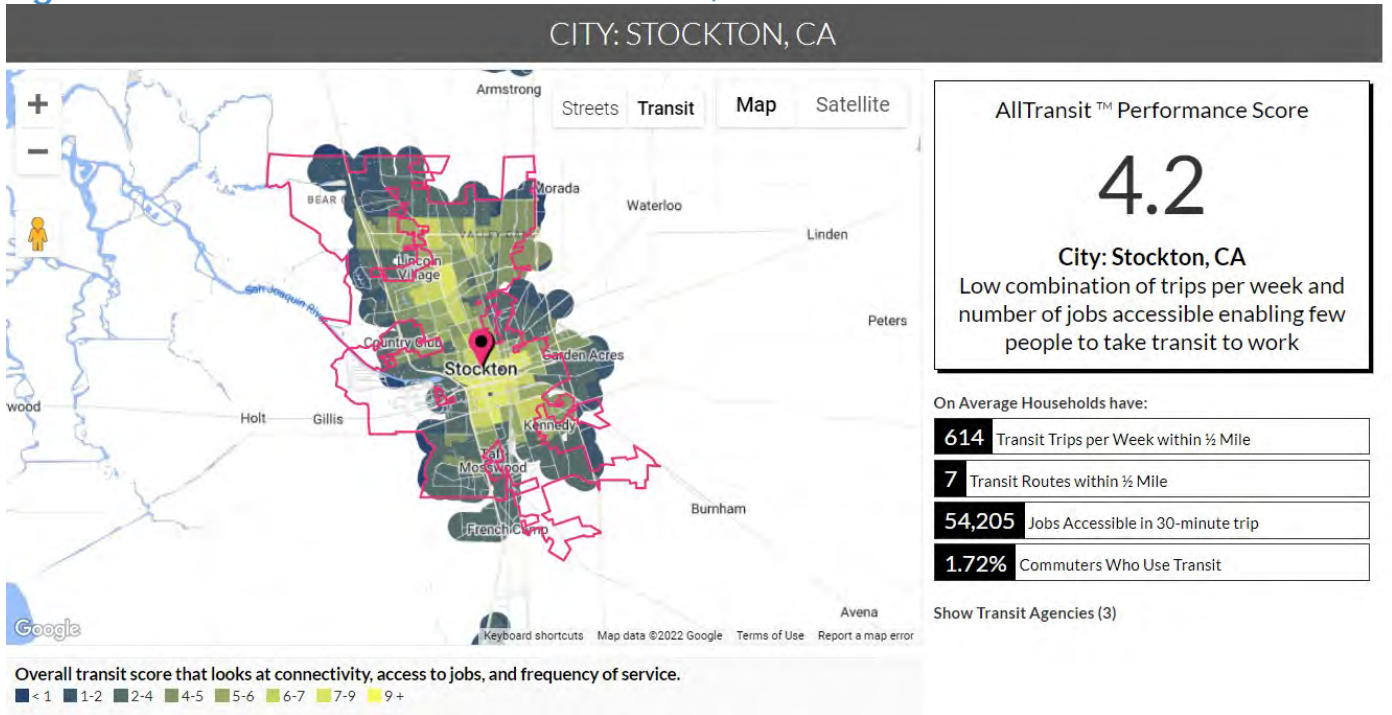
The new RTD VAN Go! pilot program offers trips throughout San Joaquin County, with no set zones or transfers required. Van Go is an on-demand ride-share service that can be booked up to 48 hours in advance. Travel does not operate on a fixed schedule; however, patrons are provided an estimated pick-up window. From one to three passengers can be accommodated. The set fee for the first five miles of a personalized route is \$4 per person, with \$0.50 per additional mile per person. Discount fare cards are available for \$3.00 per person with a \$0.50 per mile charge.

In order to accommodate ADA-certified passengers who are not able to reach fixed-route stops, each Hopper can deviate from its normal route a distance of up to one mile. The service covers approximately 75.0 percent of the Stockton Metro Area for ADA-certified customers with the one-mile deviation. Within a rural area, each County Hopper can also deviate from its normal route a distance of up to one mile. Reservations are required. RTD offers Paratransit Dial-A-Ride for those who qualify under the Americans with Disabilities Act (ADA). This program is specifically designed for individuals who, due to their disability, are functionally unable to use fixed-route services in San Joaquin County. This service is available seven days a week by appointment only and operates within three-quarters of a mile of

Stockton Metro Area (SMA) fixed routes. Persons interested in this service must obtain certification under the ADA through an eligibility process.

According to AllTransit, (see **Figure HE-10, Transit Score in Stockton**), Stockton has an overall transit score of 4.2, which is comparable to other cities in the San Joaquin Valley, reflecting a relatively low combination of trips per week and number of jobs accessible via transit. While there are seven transit routes in Stockton, with most residential neighborhoods located within a half mile of one or more routes, only 1.7 percent of commuters use transit. Annual ridership on the Altamont Corridor Express (ACE) commuter rail service between Stockton and Santa Clara has more than doubled from 2010 to 2019, suggesting that commuters from Stockton may rely on ACE rather than local and regional bus routes because their jobs that are more easily accessible via ACE.

Figure HE-10: AllTransit Performance Score, 2022



Source: AllTransit, 2022.

## HOUSING MOBILITY

As presented in HNA Table HE-31: Housing Tenure, 2020, 50.1 percent of households are renters in Stockton. The homeownership vacancy rate in the city is 0.4 percent, and the rental unit vacancy rate is 2.6 percent. This may indicate that, while there is a greater shortage of ownership units for renters seeking homeownership and existing homeowners seeking a new home, there are also limited mobility opportunities for households seeking rental opportunities. Renters are the slight majority tenure in Stockton, and HCV participants are present throughout most of the city (Figure HE-11, Housing Choice Voucher Distribution in Stockton). There are six census tracts in which 15.4 to 28.8 percent of renter households use an HCV. Three of the census tracts with HCV usage above 15.0 percent are in the Upper Hammer Lane/Thornton Road neighborhood. The greatest concentration is in the Stockton Summerplace and Knickerbocker/Tam O’Shanter Drive residential areas, where 28.8 percent of renter households

use an HCV. The homes in these areas are generally older, smaller single-family stock, much of which has been converted to rental units, with high proportions of renter households. In addition to HCV usage, there are also two affordable multifamily complexes within this census tract providing 499 affordable housing units. Correlating to this high HCV usage and presence of affordable housing units, the rate of poverty is 36.3 percent, with median incomes ranging between \$26,462 and \$37,127.

The second highest concentration is found in the Pacific Avenue/Lincoln Village neighborhood, to the southeast of the Pacific Avenue commercial corridor, where 22.7 percent of renters use an HCV, and renters comprise 85.3 percent of households. In addition to the HCVs, there are two affordable multifamily complexes offering 133 units, and the housing stock includes several condominium type complexes. Correlating to this high HCV usage and presence of affordable housing units, the rate of poverty is the highest in the city, at 41.9 percent, with

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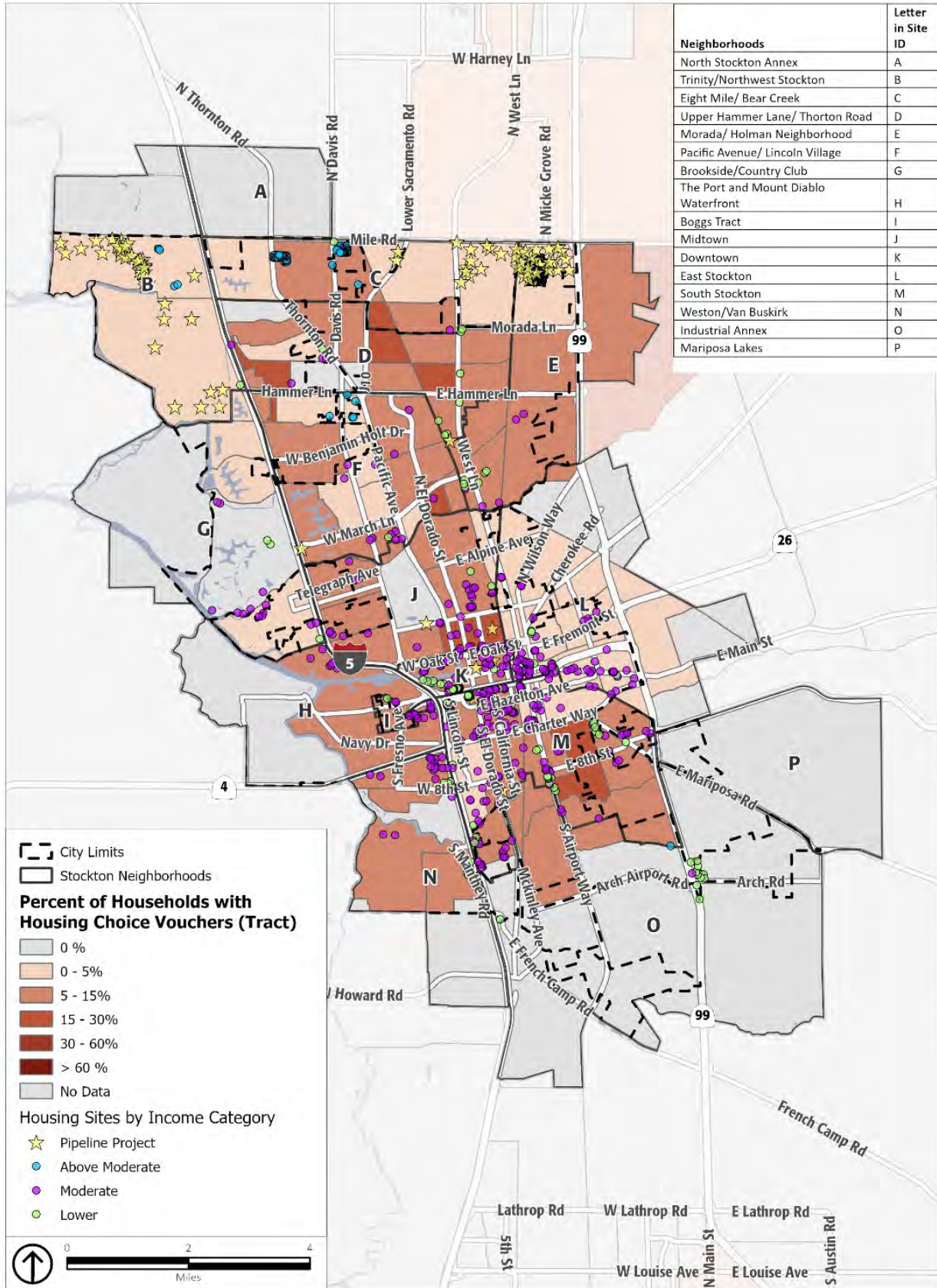
median incomes in the two western block groups of this tract at \$25,328 and \$28,419, and concentrations of non-White populations above 93.5 percent. The census tract in the Midtown neighborhood directly adjacent to Downtown, inclusive of the Cal State University Stanislaus-Stockton campus, is also an area with a high poverty rate at 33.9 percent and low median incomes between \$13,244 and \$33,873 (although these incomes may reflect population associated with the college) and reflects an HCV usage rate of 16.7 percent.

High rates of HCV use (15.5 percent) are also found along the southeast edge of the South Stockton neighborhood in a census tract inclusive of unincorporated county land. In addition to HCV usage, the Housing Authority of the County of San Joaquin and Central California Housing Corporation provide 215 Sierra Vista Homes public housing units. Correlating to this high HCV usage and presence of affordable housing units, a location in the vicinity of the Stockton Airport, industrial uses, and the Union Pacific Railroad track switching yards, the rate of poverty ranges from 41.1 percent in the northern block group to 31.5 percent in the southern block group, with median incomes ranging between \$24,743 to \$26,050 and over 98.0 percent non-White populations.

Throughout the rest of the city, HCV renter use is lower than 15.0 percent, with the majority of the city having HCV usage rates between 5.0 and 15.0 percent (**Figure HE-11, Housing Choice Voucher Distribution in Stockton**), with rates between 10.0 to 15.0 percent adjacent to tracts with the highest concentration of voucher users. The lowest HCV usage is found in the northern portions of the city, the western edge, in the East Stockton neighborhood, and in the Pacific Avenue/Lincoln Village neighborhood around San Joaquin Delta College and University of the Pacific. The concentration of voucher recipients in the neighborhoods with HCV rates above 15.0 percent may be due to the availability of

housing that is affordable with a voucher, meets the condition requirements of the voucher, or that landlords in other areas of the city are unaware of the requirement to accept vouchers. The concentration in the Stockton Summerplace and Knickerbocker Drive residential areas may also be due to the high percentage of female-headed households found in that census tract.

Figure HE-11: Housing Choice Voucher Distribution in Stockton



Source: HUD, 2021

Stockton median rent for apartments and condos is \$1,823, based on a survey of 97 available rentals on October 12, 2022. The price range for apartments was between \$850 to \$2,437 for studio to four-bedroom units (see HNA Table HE-30: Average Rental Rates, 2022). Based on 2022 ability to pay for housing based on HCD Income Limits as shown in Table HE-27 in the HNA, only households with median incomes would be able to afford the median rent. The fair market rent for three-bedroom units, the most common size rental unit in the Stockton MSA, as established by HUD, is \$1,607, but the average monthly rent for a three-bedroom unit, inclusive of multifamily units, condos, duplex to fourplex units, or single family attached or detached units converted to rental properties, was \$2,357, which would be above the affordability range of lower- and median-income households. This indicates that the majority of market-rate rental units, at sizes appropriate to accommodate a variety of household sizes, are only attainable to moderate-income households, indicating a need for additional stock of rental units available at fair market rents affordable to lower-income households, particularly very low- and extremely low-income households. To increase opportunities for housing mobility, the City shall work with the Housing Authority of San Joaquin County to increase voucher acceptance in areas of higher income through Program 9. Strategies may include partnering with the Housing Authority to provide biannual training to landlords regarding fair-housing requirements, including the requirement that they accept vouchers, and educate property owners in Moderate resource areas, as defined by TCAC higher-income neighborhoods, about the benefits of voucher holding-tenants, encouraging them to market available units at their rental properties to voucher holders; and assess the feasibility of a landlord incentive program for landlords that choose to accept voucher-holding tenants. The landlord incentive program could be focused on Low resource

areas, as defined by TCAC, or neighborhoods that experience higher rates of rental increases.

### ***Employment Opportunities***

According to Census Longitudinal-Employer Household Dynamics Origin-Destination Employment Statistics (LODES) data, 34.4 percent of the labor force in the city of Stockton is employed in the city itself; conversely 65.6 percent of Stockton residents are employed outside of the city limits. 53.8 percent of Stockton residents are employed within the San Joaquin County metropolitan area, while 19.4 percent of Stockton residents work elsewhere in the county. Approximately 16.5 percent of Stockton residents are employed in the San Francisco-Oakland-Berkeley MSA, 9.2 percent in the Sacramento-Roseville-Folsom MSA, 4.8 percent to the San Jose-Santa Clara MSA, and 3.3 percent work in the Modesto MSA. A small proportion, less than 1.5 percent each, are employed in Solano County, Fresno County, and other southern California locales, although 2.6 percent are employed in the Los Angeles-Long Beach-Orange County MSA. Although specific data is not available, the recent work-from-home employment trend that increased remote employment potential may account for a portion of the employment locales in outlying metropolitan areas. Commutes over 50 miles, generally outside of San Joaquin County, are primarily to the west and southwest toward the Bay Area (54.6 percent of long-distance commutes), with 26.1 percent of the long distance commutes southeast to cities along SR-99, with concentrations in the cities of Merced, Madera, and Fresno. Only 9.0 percent of Stockton residents travel north-northeast to the Sacramento area.

Slightly over one-half of Stockton residents work in San Joaquin County, and 43.6 percent of Stockton residents live within 10 miles of their place of employment. According to LODES data, 44.5 percent of these workers travel south and southeast of their place of residence; 34.2

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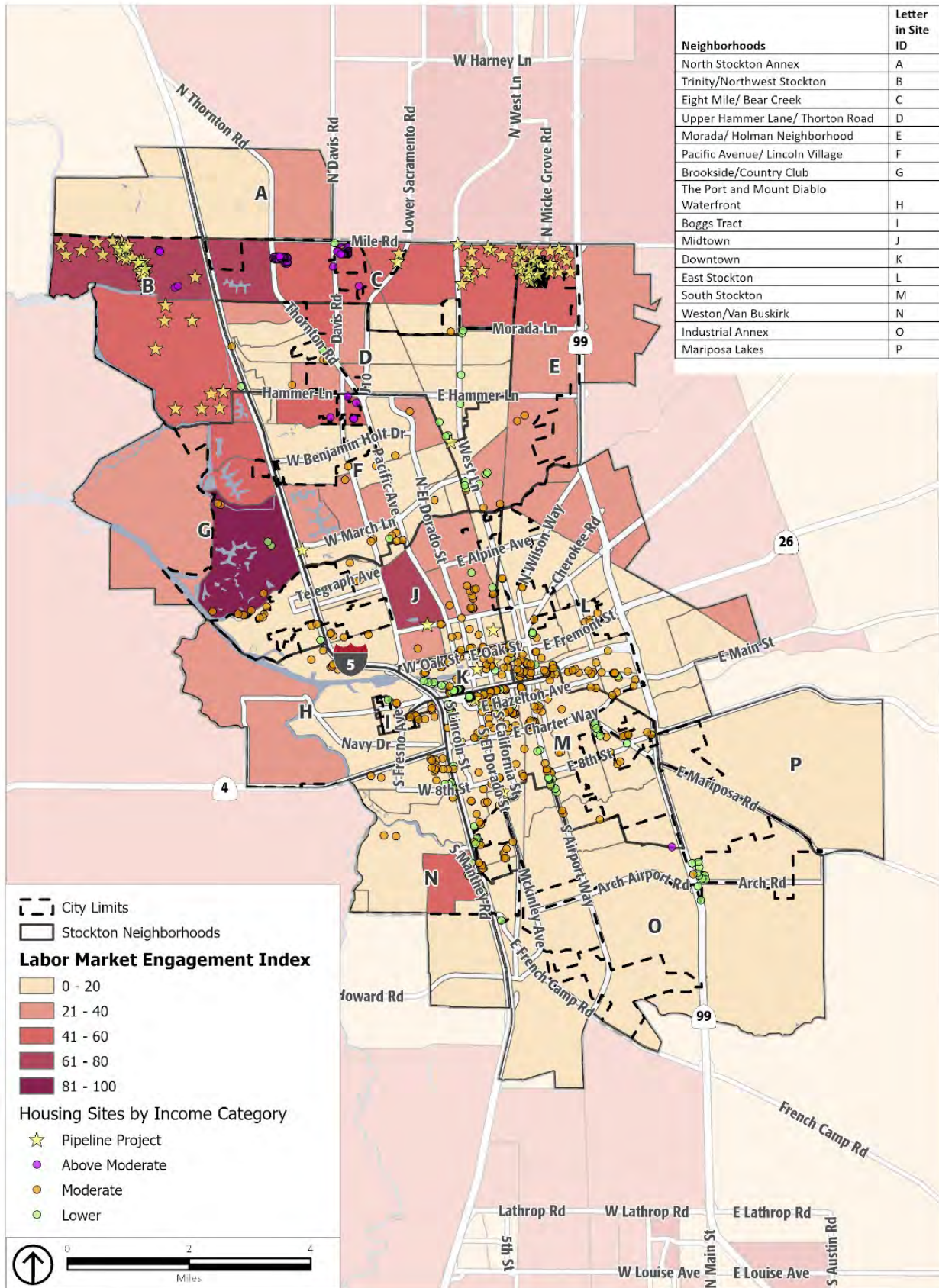
percent travel north, northwest, and northeast; 11.9 percent travel to the southwest and west; and 9.3 percent travel east. Because the lineal distance between northern and southern city limits is approximately 15 to 16 miles, this may include either intracity commutes, work-from-home employment, and short commutes from within the city to locations external to city limits. Intracity commutes and work from home account for 34.4 percent of the Stockton workforce; therefore, approximately 9.2 percent of Stockton residents with short commutes work in the vicinity of the city yet outside of the city limits, which could include the airport, expanding industrial facilities south along I-5 toward French Camp, and in developing tracts north and east of the city.

The Labor Market Engagement Index (**Figure HE-12, Local Labor Market Engagement**) depicts the relative intensity of labor market engagement and characteristics of the labor force in a geographical area, typically a census tract. This is based on three factors: unemployment rate; labor force participation rate; and educational attainment (BA degree and higher). The higher the score, the higher the labor force participation and hence potential earnings associated with higher levels of educational attainment. In Stockton, the Labor Market Engagement Index indicates the highest participation rates are in the northwestern residential neighborhoods from the northern boundary of the city to the Calaveras River, and along the northeastern and western edges of the city. The areas of the city with the highest Labor Market Engagement Index (88) include the villages within and north of the Brookside/Country Club neighborhood, which also correlates to the area with the highest median incomes in the city, over \$95,000, as well as TCAC/HCD most positive educational outcomes and the most positive economic outcomes percentile rankings. The census tracts, including the University of the Pacific and Dameron Hospital in the Midtown neighborhood, have labor market participation

rates between 35 and 70, correlating to areas with median incomes between \$87,100 and \$125,000, and TCAC/HCD positive economic outcomes in the 50th to 75th percentile range, although educational outcome domain scores are lower, between the 20th and 60th percentile range. Conversely, the labor market index is lowest in the central and southern portion of the city, within the areas identified as R/ECAPs, and in the northeastern portion of the city, with labor market indices below 10, generally correlating to areas with median incomes below \$55,000.

In Stockton, the unemployment rate was approximately 9.7 percent, although this rate reflects the unemployment rate during the height of the COVID epidemic and therefore does not represent the more accurate conditions reported by the US Bureau of Labor Statistics, which is 5.2 percent as of December 2022 (see HNA Table HE-11, Unemployment Rates). The unemployment rate closely reflects those found throughout San Joaquin County in 2020, suggesting that residents of Stockton had similar access to employment opportunities during the pandemic. The jobs-household ratio was 1.2 in 2020, indicating that there is a strong balance between jobs and housing; however, this figure could also be reflective of the increase in persons working remotely during the pandemic and reporting their workplace as Stockton. As well, as discussed above, 34.4 percent of the labor force in the city of Stockton is employed in the city itself; conversely 65.6 percent of Stockton residents are employed outside of the city limits, suggesting that while the number of jobs in the city and labor force participation are fairly equivalent, the majority of residents living in the city work outside of the city, and conversely, the majority of jobs available in the city are filled by persons commuting in from other localities.

Figure HE-12: Local Labor Market Engagement



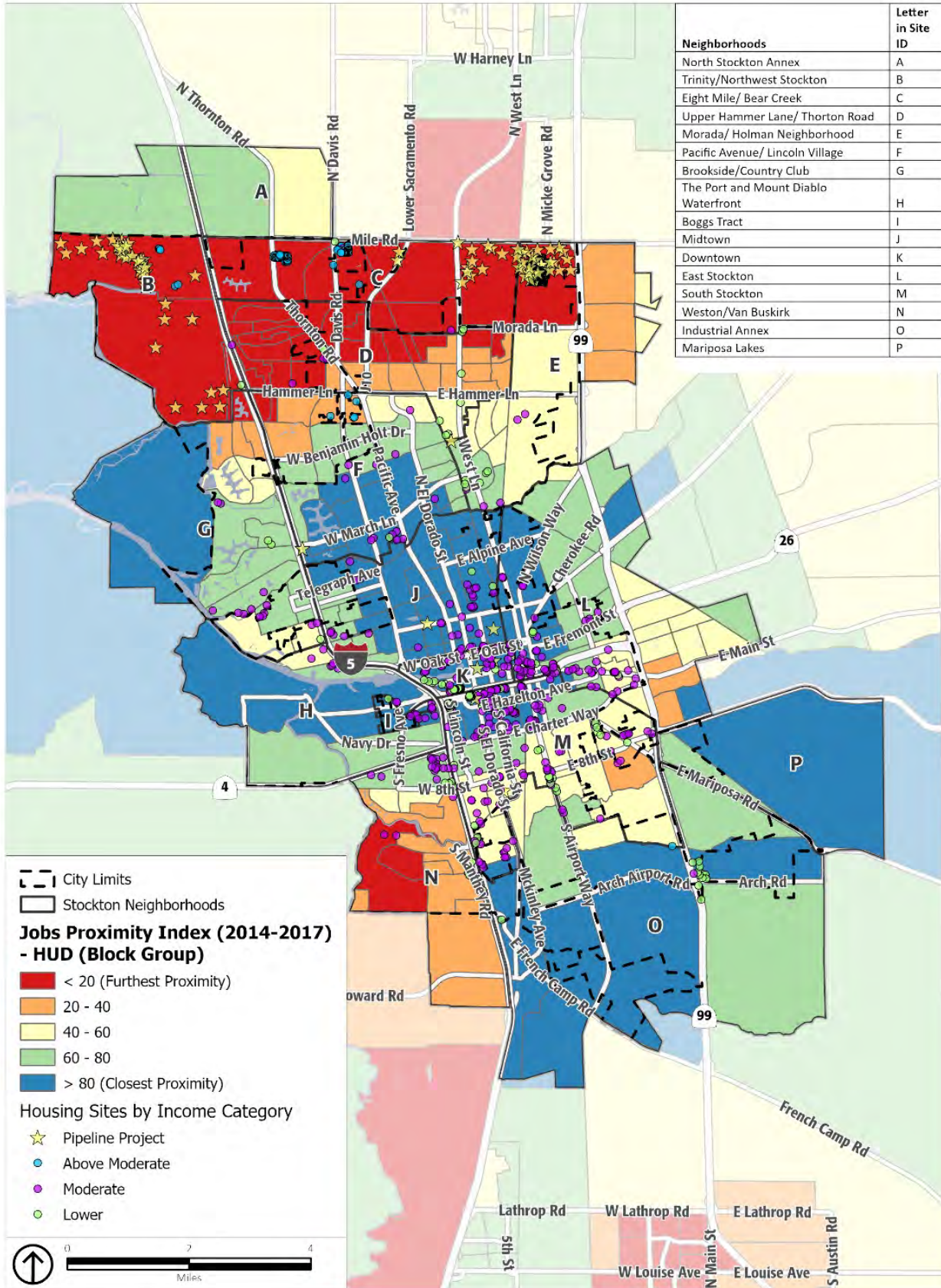
Source: HUD, 2021

**Figure HE-13, Local Jobs Proximity**, shows that central Stockton has the closest proximity to jobs, with scores above 90 in the vicinity of Downtown and up to 98 in portions of the Midtown neighborhood. However, many of the census tracts with the higher jobs proximity scores align with those with the lowest employment participation scores, are designated as R/ECAPS, and exhibit rates of poverty 20.0 percent and higher. These areas also generally correlate with TCAC/HCD Educational Outcome and Economic Outcome scores falling below the 25th percentile range, suggesting that while there are many job opportunities in these tracts, the resident population is not filling them. Scores in the northern portion of the city indicate furthest proximity to jobs, falling between the 5th to 15th percentiles, although these same areas reflect market participation index scores ranging between the 43rd and 65th percentile. These areas are predominantly newer residential neighborhoods with incomes among the highest in the city, also corresponding to TCAC/HCD Economic and Educational Outcome Domain scores above the 75th percentile. Based on the employment destination data previously discussed, a portion of residents in these neighborhoods may commute to employment opportunities outside of the city, supporting recent trends of households with higher paying jobs relocating from the Bay area to newer market rate residential developments in Stockton. While **Figure HE-13, Local Jobs Proximity**, and **Figure HE-12, Local Labor Market Engagement**, show discrepancies in access to or engagement in labor market opportunities, the unique characteristics of employment opportunities in and near Stockton suggest that these maps may not reflect economic conditions in the city, and that proximity to jobs does not indicate higher economic outcomes, access to resources, or employment engagement. Therefore, although there are employment opportunities associated with upper-level educational facilities throughout the city, and a

substantial business and industrial base in the Downtown, South Stockton, and Industrial Annex neighborhoods, providing a variety of employment options available to residents of Stockton, the high rates of residents commuting outside of the city and unemployment rates in sections of the city with concentrations of jobs suggests that access to employment opportunities does pose a fair housing issue because there is not a strong correlation between labor force qualifications and types of employment available in the city.



Figure HE-13: Local Jobs Proximity



Source: HUD, 2017

## EDUCATION

Two main school districts serve the city: the Stockton Unified School District (SUSD) has a total of 59 schools in the city reported on by the Department of Education—47 elementary schools, 2 middle schools, 6 high schools, and 4 upper-level alternative schools—and the Lincoln Unified School District serving the Pacific Avenue/Lincoln Village and Brookside/Country Club neighborhoods with a total of 12 schools, including 2 elementary schools, 6 elementary through middle schools (K-8), 1 middle school, 2 high schools, and a charter school. Of the 58 schools in the SUSD for which English Language Arts (ELA) and Mathematics performance scores were available in 2021, the Department of Education reported that most of the schools are below the state grade-level standards for ELA and mathematics (see Table HE-47). Similar performance statistics exist for the Lincoln Unified School District, although overall scores are generally higher, reflected in the TCAC/HCD educational domain scores above the 50th percentile.

The proportion of each school's population that was considered socioeconomically disadvantaged in 2021 ranged from 40.1 percent at the Kohl Open Elementary to 93.9 percent at Spanos Elementary in the SUSD, and 30.9 percent at Brookside Elementary/Middle School to 76.1 percent at Valley Oaks High School in the Lincoln Unified School District. Although this factor does not consistently correlate with income, there is a general relationship between disadvantaged students, ELA and math standardized scores, and TCAC/HCD Educational Domain scores. Approximately 3.4 percent of schools in the SUSD have less than 50.0 percent disadvantaged students in the student body, and 6.8 percent have 50.0 and 60.0 percent disadvantaged student populations. In comparison, in the Lincoln Unified School District, 25.0 percent of the schools have less than 50.0 percent disadvantaged student

populations, and another 25.0 percent have between 50.0 and 60.0 percent disadvantaged student populations. The highest proportion (100.0 percent) of socioeconomically disadvantaged students is at the Dr. Lewis Dolphin Stallworth Sr. Charter School in the Downtown Core of the city.

Overall, within the SUSD there were three schools where 60.0 percent or more of the students had ELA performance scores at or above the standard, all of which are alternative high school or college preparatory schools in the central Downtown Core area, corresponding to TCAC/HCD educational domain scores above the 75th percentile, with socioeconomically disadvantaged student populations ranging between 55.1 and 75.9 percent. Three schools had between 40.0 to 59.9 percent of the students scoring at or above the standard, with socioeconomically disadvantaged student populations comprising between 47.8 to 72.4 percent of the student body. These schools are east of West Lane in the Morada/Holman neighborhood with TCAC/HCD educational domain scores in the 57th to 85th percentile, with one located downtown, also with a most positive educational outcome percentile score. There is no consistent correlation between median income and higher ELA scores, with median incomes ranging from \$12,256 to \$85,717. Within the Lincoln Unified School District, there also were three schools where approximately 60.0 percent or more of the students had ELA performance scores at or above the standard, one of which is a charter school and one is Brookside Elementary School in the Brookside Country Club subdivision with a TCAC/HCD educational domain score in the 86th percentile, correlating with the highest median incomes in the city and the lowest proportion of socioeconomically disadvantaged students.

A large proportion of the schools throughout the city and in the SUSD, 49.2 percent, had less than 20.0 percent of students with ELA performance

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scores at or above the standard. Disadvantaged students comprised between 73.1 and 92.9 percent of the student population, correlating with TCAC/HCD educational domain scores generally below the 50th percentile. The relatively low ELA and math

scores among all schools in the Stockton Unified School District, with a few exceptions in the northeast, north, northwest, and downtown area, indicates that students generally have similar access to lower performing schools.

**Table HE-47: Performance Scores for Stockton Unified School District  
San Joaquin County, 2021-22**

SCHOOL NAME	ELA SCORE	MATH SCORE	SOCIO-ECONOMICALLY DISADVANTAGED	FOSTER YOUTH	ENGLISH LEARNERS
Adams Elementary	11.5%	5.9%	82.9%	7	20.0%
Alexander Hamilton Elementary	11.3%	7.1%	91.0%	9	33.0%
Aspire APEX Academy	16.7%	10.1%	77.5%	5	14.7%
Aspire Langston Hughes Academy	31.8%	19.2%	72.2%	5	10.6%
Aspire Rosa Parks Academy	13.5%	8.9%	88.9%	2	4.8%
August Elementary	15.5%	7.4%	93.0%	5	39.8%
Cleveland Elementary	17.6%	11.6%	87.9%	14	21.8%
Commodore Stockton Skills	37.2%	29.9%	57.4%	1	4.4%
Dolores Huerta Elementary	14.7 %	5.1%	92.9%	23	34.0%
Dr. Lewis Dolphin Stallworth Sr. Charter	13.5%	6.8%	100.0%	3	53.1%
El Dorado Elementary	12.7 %	9.0%	91.5%	15	18.6%
Elmwood Elementary	21.2%	9.5%	81.8%	2	30.3%
Fillmore Elementary	17.6%	6.8%	87.9%	5	33.7%
Flora Arca Mata	26.4%	18.3%	N/A	4	13.9%
George W. Bush Elementary	23.9%	13.8%	75.7%	8	16.2%
George Washington Elementary	19.9%	12.2%	85.0%	7	37.6%
Grunsky Elementary	16.3%	11.5%	89.2%	--	16.1%
Hazelton Elementary	18.2%	5.7%	91.6%	10	32.7%
Harrison Elementary	20.0%	9.5%	80.0%	7	33.5%
Hoover Elementary	12.6%	8.4%	73.3%	4	16.7%
John C. Fremont Elementary	14.3%	7.0%	85.2%	9	38.2%
John Marshall Elementary	10.6%	7.5%	73.1%	9	23.9%
Kennedy Elementary	15.8%	13.7%	74.5%	11	23.7%
King Elementary	17.5%	11.7%	89.5%	14	40.3%
Kohl Open Elementary	26.9%	15.9%	40.1%	--	5.3%
Madison Elementary	16.6%	8.2%	78.6%	10	18.1%
Maxine Kong Kingston Elementary	21.6%	11.9%	72.2%	6	16.8%
McKinley Elementary	13.6%	7.7%	87.7%	9	48.1%
Monroe Elementary	14.3%	6.0%	85.7%	9	34.5%
Montezuma Elementary	20.2%	14.3%	83.3%	8	38.4%
Nightingale Charter	28.1%	21.0%	86.8%	2	22.5%
Pittman Charter	25.5%	15.5%	89.2%	1	41.0%
Pulliam Elementary	18.1%	8.1%	80.6%	9	8.2%
Rio Calaveras Elementary	45.4%	29.3%	72.4%	3	19.2%
Roosevelt Elementary	19.3%	10.8%	89.1%	8	37.3%
San Joaquin Elementary	30.4%	19.2%	68.4%	12	24.2%
Spanos (Alex G.) Elementary	20.4%	14.7%	93.9%	6	45.6%
Stockton Collegiate International Elementary	29.1%	23.2%	57.7%	--	15.4%

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SCHOOL NAME	ELA SCORE	MATH SCORE	SOCIO-ECONOMICALLY DISADVANTAGED	FOSTER YOUTH	ENGLISH LEARNERS
Taft Elementary	21.7%	12.5%	84.5%	10	30.4%
Taylor Leadership Academy	15.1%	5.1%	85.7%	10	21.3%
TEAM Charter	25.9%	4.5%	89.8%	9	24.1%
Valentine Peyton Elementary	51.6%	40.1%	57.7%	8	12.6%
Van Buren Elementary	11.2%	7.2%	92.9%	5	29.2%
Victory Elementary	22.5%	13.4%	85.7%	14	14.8%
Walton Development Center	--	--	--	5	33.7%
Wilhelmina Henry Elementary	19.6%	9.4%	88.6%	3	42.6%
Wilson Elementary	15.6%	14.1%	80.6%	5	16.6%
Aspire Stockton Secondary Academy	32.1%	15.5%	--	--	14.6%
Stockton Collegiate International Secondary	47.2%	17.9%	47.8%	--	13.6%
Cesar Chavez High	42.0%	11.9%	69.2%	24	15.4%
Edison High	33.0%	5.1%	81.8%	31	23.9%
Edward C. Merlo Institute of Environmental Studies	33.9%	13.6%	93.1%	2	26.9%
Franklin High	32.8%	12.8%	79.6%	9	25.0%
Health Careers Academy	66.3%	16.3%	70.0%	1	10.1%
Jane Fredrick High	5.6%	0%	85.2%	5	26.1%
Stagg Senior High	38.6%	6.3%	70.4%	81	33.3%
Stockton Senior High	18.2%	0%	--	4	9.9%
Weber Institute	65.3%	15.8%	75.9%	2	8.6%
Stockton Early College Academy	98.1%	67.0%	55.1%	--	1.8%

Source: California Department of Education, 2021, accessed 11/2022.

**Table HE-48: Performance Scores for Lincoln Unified School District  
San Joaquin County, 2021-22**

SCHOOL	ELA	MATH SCORE	SOCIO-ECONOMICALLY DISADVANTAGED	FOSTER YOUTH	ENGLISH LEARNERS
Brookside Elementary/Middle School	69.2%	58.5%	30.9%	<10	7.8%
Claudia Landeen Elementary/Middle School	31.0%	18.4%	73.9%	<10	16.7%
Colonial Heights Elementary/Middle School	31.9%	19.2%	69.9%	<10	10.7%
Don Riggio Elementary/Middle School	27.6%	15.4%	58.6%	<10	20.2%
Lincoln Elementary School	35.6%	27.9%	73.9%	<10	15.7%
John R. Williams Elementary	28.3%	18.7%	64.9%	<10	14.5%
Mable Barron Elementary/Middle School	38.3%	25.1%	55.1%	<10	10.0%
John McCandless Charter School	68.5%	45.1%	35.1%	<10	4.4%
Sierra Middle School	51.7%	16.6%	55.1%	<10	9.8%
Tully C. Knoles Elementary/Middle School	39.3%	19.7%	71.9%	<10	16.7%
Lincoln High School	59.5%	25.0%	48.2%	<10	9.5%
Village Oaks High School	18.2%	0%	76.1%	<10	17.9%

Source: California Department of Education, 2021, accessed 2022.

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The anticipated educational outcome is a measure of several factors, including:

- students' individual abilities
- quality of schools attended, and
- family backgrounds

These factors are correlated with:

- proficiency on standardized tests
- high school graduation rates, and
- student poverty indicators (sociologically disadvantaged)

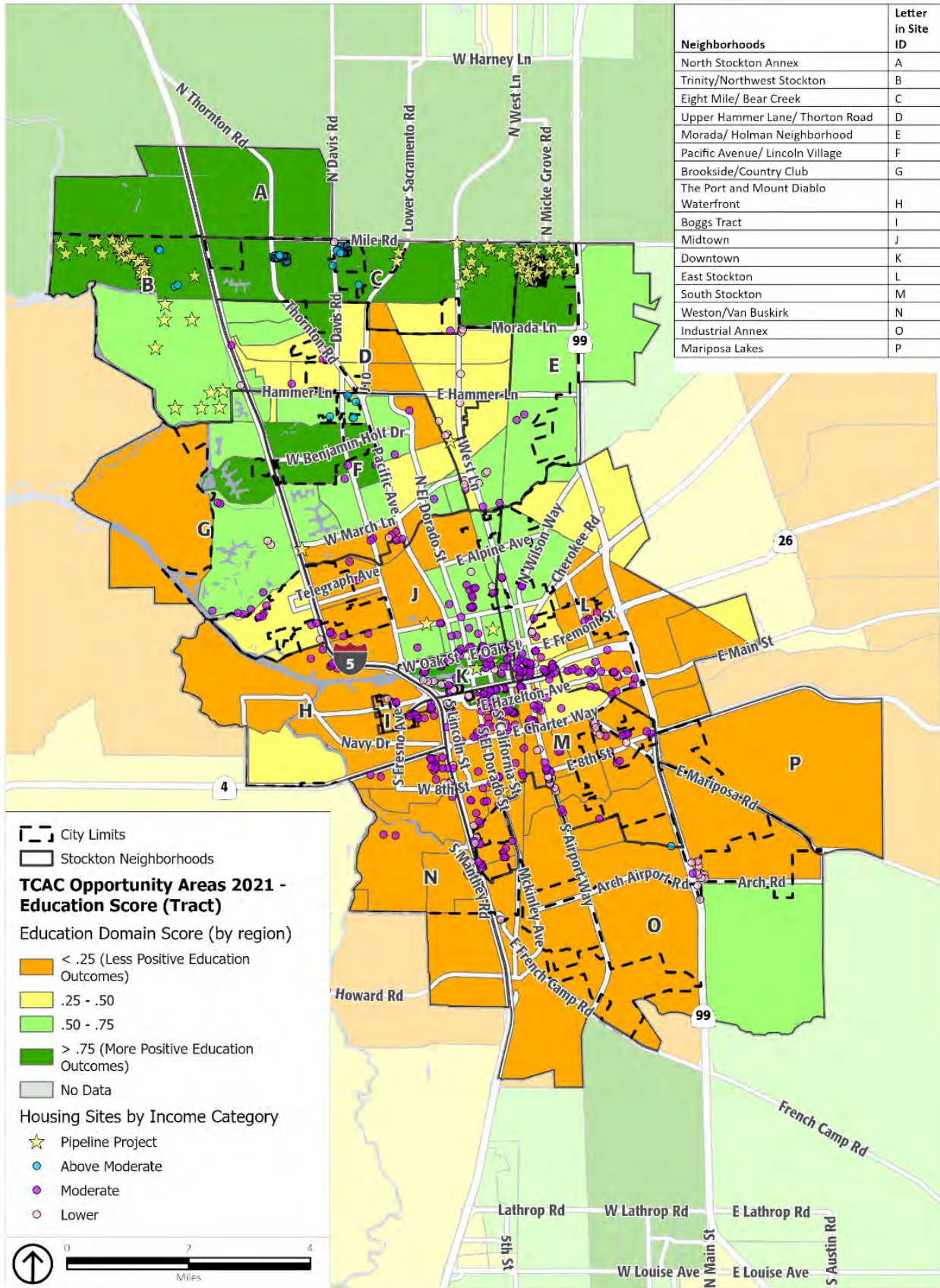
The results of this analysis can identify potential for higher levels of educational achievement such as high school graduation and college attendance, preparation for the workforce and associated long-term improvements in earnings, health and upward mobility, reductions in prejudice and negative attitudes across racial groups, and even risk of disciplinary action. According to TCAC and HCD, anticipated educational outcome varies throughout the city (**Figure HE-14, Local TCAC/HCD Educational Domain Score**). In Stockton, the highest expected educational outcome, above the 80th percentile, is expected in the Brookside Country Club, Trinity/Northwest Stockton, Eight Mile/Bear Creek, Morada/Holman, and portions of Pacific Avenue/Lincoln Village neighborhoods in the San Joaquin Delta College and adjacent Venetian Park residential areas, and within the Downtown. Areas with above moderate expected educational outcomes between the 59th and 73rd percentiles are found in the northern central residential subdivisions and southern edge of the Pacific Avenue/Lincoln Village neighborhood, within the Midtown neighborhood adjacent to University of the Pacific, and the southwest corner of the Morada/Holman neighborhoods.

The lowest expected educational outcome, according to TCAC and HCD, is found in two major areas of the city. The largest area includes South Stockton, East Stockton, Weston/ Van

Buskirk, and Industrial Annex neighborhoods, where scores are below the 20th percentile. The schools in this area (Edward Merlo Institute, Franklin High, Cezar Chavez High, and Nightingale Charter are the exceptions) generally reflect performance scores below 20.0 percent of meeting the state ELA standard and lower scores for math proficiency, as presented in Table HE-48.

To identify whether housing instability impacts school performance, particularly in areas in which the schools have a high proportion of socioeconomically disadvantaged students, and to ensure students are able to live and work in Stockton, the City has included Program 29 to pursue solutions.

Figure HE-14: Local TCAC/HCD Educational Domain Score



Source: TCAC/HCD, 2021

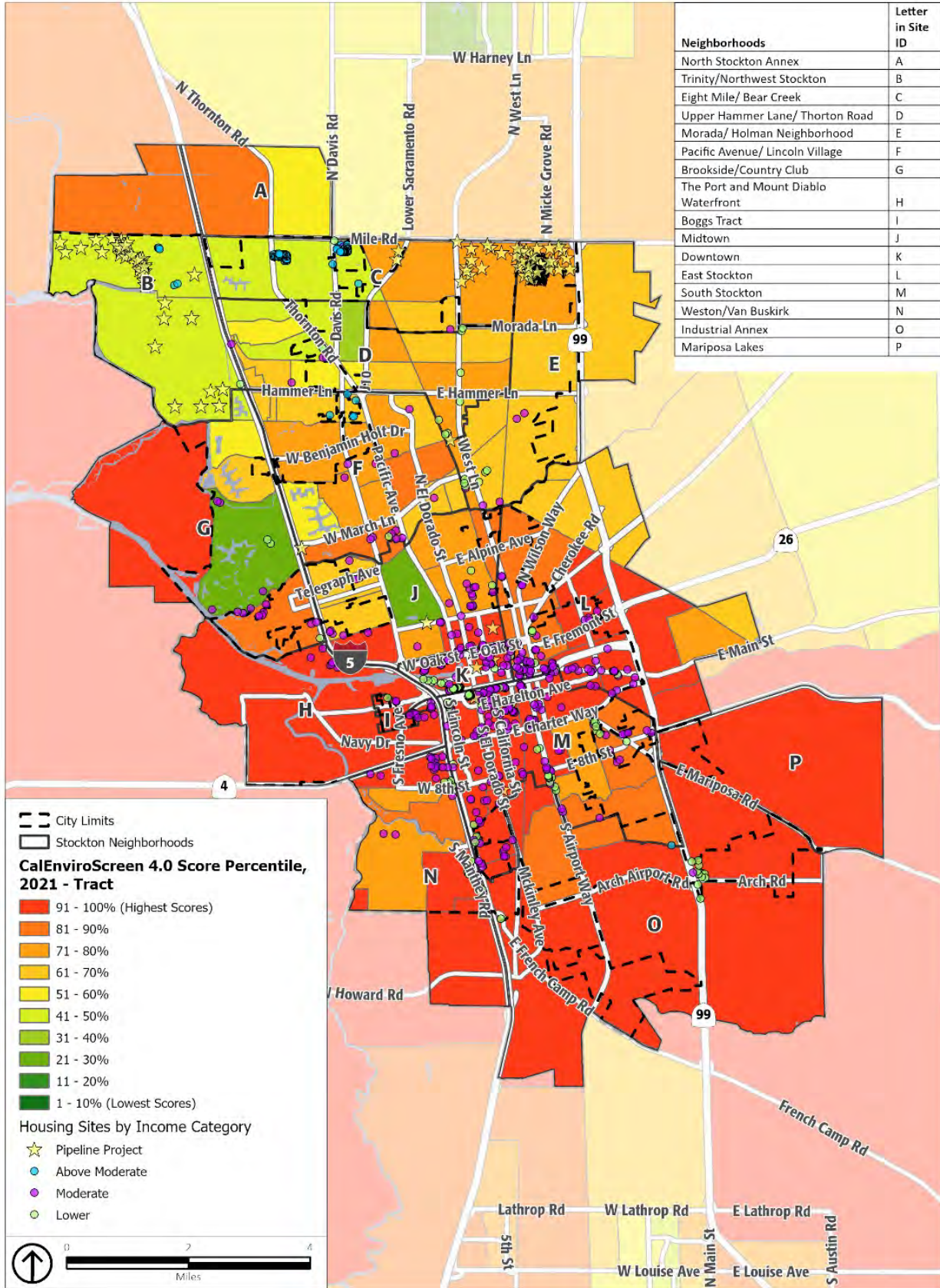
### ENVIRONMENTAL HEALTH

A disadvantaged community or environmental justice community (EJ Community) is identified by the California Environmental Protection Agency as “areas that are disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation,” and may or may not have a concentration of low-income households, high unemployment rates, low homeownership rates, overpayment for housing, or other indicators of disproportionate housing need. In February 2021, the California Office for Environmental Health Hazard Assessment released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare community environmental scores. In the CalEnviroScreen tool, communities that have a cumulative score in the 75th percentile or above (25.0 percent highest score census tracts) have been designated “disadvantaged communities” under Senate Bill (SB) 535. Cumulative scores are calculated using the individual scores from two groups of indicators: Pollution Burden and Population Characteristics. Pollution Burden scores exposure to negative environmental hazards, such as ozone and PM<sub>2.5</sub> concentrations, drinking water contaminants, lead risk from housing, traffic impacts, and more. Population Characteristics scores the rate of negative health conditions and access to opportunities, such as asthma, cardiovascular disease, poverty, unemployment, and housing cost burden. For each indicator, as with the cumulative impact, a low score reflects positive conditions.

As shown in **Figure HE-15, CalEnviroScreen Percentiles**, the primary indicators leading to the low scores outside of city limits to the south and west, as reported by CalEnviroScreen, are pesticides, groundwater threats, hazardous waste, impaired waters, and solid waste. Since

most of this area is agricultural land, these conditions are not surprising, and measures have been taken to reduce impacts to residents of Stockton. The distribution and locations of EJ communities across Stockton, the San Joaquin Valley, and the nation are likely caused by numerous factors, including historical planning decisions, such as freeway construction that disrupted or harmed certain communities and redlining practices that resulted in disproportionate mortgage lending across the nation. In Stockton, the areas with the highest rate of environmental pollution and poverty are adjacent to major thoroughfares, including I-5 and SR-4, the Port of Stockton, and concentrated industrial uses. Cities commonly have the highest-density and intensity of uses in their core, and this aligns with areas of the greatest number of potential fair housing issues in Stockton. Within the city, the higher scores in the central and southern portions are based on both population characteristics and pollution burden ranging from the 92nd to 99th percentile for CalEnviroScreen. This area also qualifies as a disadvantaged community; there is a significant concentration of poverty, low rates of educational attainment, and a high rate of unemployment, corresponding to several census tracts designated by TCAC/HCD as Areas of High Segregation and Poverty and by HUD as R/ECAPs. As well, these areas are subject to increased exposure to pesticides, hazardous waste, and toxic waste cleanup; groundwater threats and drinking water contaminants; pollution and particulate matter from major transportation corridors, railroad yards, and airport operations; and lead in housing in older neighborhoods, depending on the location of the compromised neighborhoods. Though all of these factors may not be experienced in all neighborhoods in central and southern Stockton, they do represent a significant concern in terms of fair housing because of disproportionate exposure to environmental hazards and a concentration of vulnerable populations.

Figure HE-15: CalEnviroScreen Percentiles



Source: California Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0, 2021.



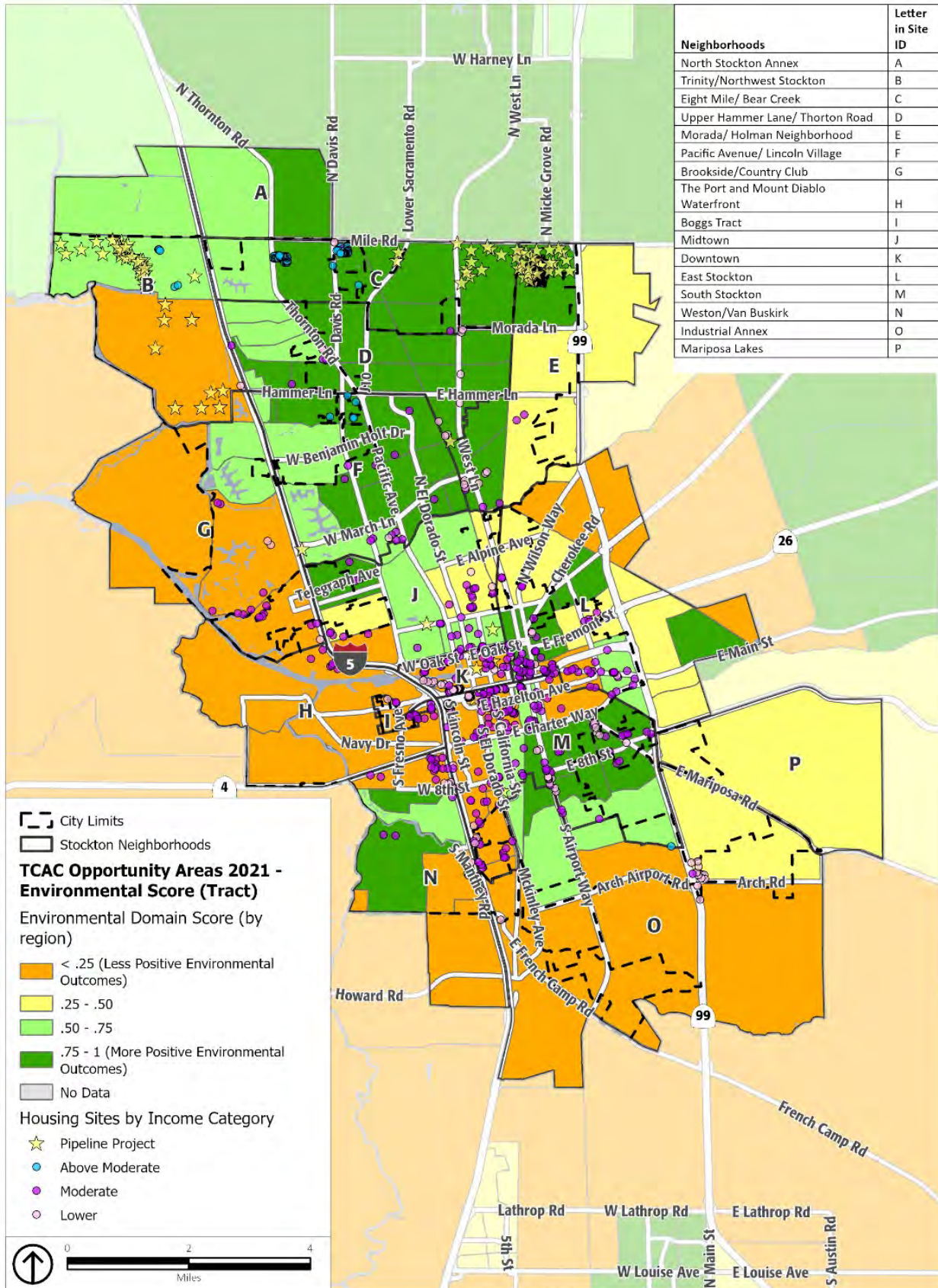
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TCAC/HCD Environmental Domain percentiles closely correspond (inversely) to CalEnviroScreen scores. According to TCAC/HCD Environmental Domain scores, the majority of the Eight Mile/Bear Creek and eastern portion of the Upper Hammer Lane/Thornton Road neighborhoods and portions of the Morada/Holman neighborhood (excepting the easternmost tracts, which also include agricultural land in the unincorporated area) have positive environmental scores ranging from the 82nd to 95th percentiles. The majority of the Weston/Van Buskirk neighborhood (Weston Ranch portion) also has high environmental domain scores in the 83rd and 88th percentiles. However, the Walter Slough area, including the Sierra Vista-Conway public housing in the center of this neighborhood, scores in the 33rd percentile. The developed portion of the Trinity/Northwest Stockton, the Brookside/Country Club (with the exception of the older Stockton Golf and Country Club villages within an unincorporated island), and western portion of the Upper Hammer Lane/Thornton Road neighborhoods as well as the central and eastern portions of the Pacific Avenue/Lincoln Village neighborhood generally have favorable environmental domain scores, between the 50th and 75th percentiles. As well, the greater part of the Midtown neighborhood has positive TCAC/HCD environmental domain scores. Lower environmental domain scores are generally found on the east side of I-5 in the Pacific Avenue/Lincoln Village neighborhood.

The area between West Elm and West Park Streets adjacent to the Greater Downtown area and the Downtown, East Stockton, Industrial Annex, and South Stockton neighborhoods have environmental domain scores that range from the 23rd percentile to below the 1st percentile in the district including the Stockton Ballpark, Stockton Arena, and Weber Point Events Center. This lowest scoring area includes the Port of Stockton along the San Joaquin River, Rough and Ready Island, downtown

Stockton, industrial and other nonresidential uses, older residential neighborhoods, and industrial areas east of the Union Pacific Railroad and south of Duck Creek, to the southern boundary of the city adjacent to the Stockton Municipal Airport. (**Figure HE-16, TCAC/HCD Environmental Domain**). The City has included Program 29 to reduce these issues.

Figure HE-16: TCAC/HCD Environmental Domain



Source: TCAC/HCD, 2021

# DISPROPORTIONATE HOUSING NEED AND DISPLACEMENT RISK

## OVERCROWDING

Overcrowding occurs when the number of people living in a household is greater than the home was designed to hold. The U.S. Census Bureau considers a household overcrowded when there is more than one person per room, excluding bathrooms, hallways, and kitchens, and severely overcrowded when there are more than 1.5 occupants per room. A typical home might have a total of five rooms that qualify for habitation under this definition (three bedrooms, living room, and dining room). If more than five people were living in the home, it would be considered overcrowded. Overcrowding is strongly related to household size, particularly for large households, and the availability of suitably sized housing. A small percentage of overcrowded units is not uncommon, and often includes families with children who share rooms or multi-generational households. However, high rates of overcrowding may indicate a fair housing issue resulting from situations such as two families or households occupying one unit to reduce housing costs (sometimes referred to as “doubling up”). Situations such as this may indicate a shortage of appropriately sized and affordable housing units as overcrowding is often related to the cost and availability of housing and can occur when demand in a jurisdiction or region is high.

As shown in Table HE-15, Overcrowding, in the HNA, 9.3 percent of households in Stockton are considered overcrowded, which is higher than countywide rate of 5.6 percent, and higher than the state as a whole at 8.2 percent. Of these households in Stockton, 72.0 percent are considered overcrowded, and 28.0 percent are considered severely overcrowded. In Stockton, overcrowding is more common among renters,

with renters comprising 78.7 percent of all overcrowded households. This pattern is also seen in the county and the state. Approximately 12.4 percent of renters in Stockton experience some level of overcrowding compared to 6.1 percent of homeowners, with 8.9 percent of renters overcrowded and 3.5 percent severely overcrowded; compared to 4.3 percent of homeowners in overcrowded conditions and 1.7 percent of homeowners in severely overcrowded conditions.

According to the 2014-2018 CHAS, of renters in overcrowded conditions, approximately 24.3 percent fall into the extremely low-income category, 29.2 percent are very low income, 33.4 percent are low income, and 13.0 percent are median income. The incidence of overcrowding among homeowners shows a different pattern—approximately 6.3 percent fall into the extremely low-income category, 11.5 percent are very low income, 42.4 percent are low income, and 39.9 percent are median-income, which suggests that, though some households may be able to purchase a home in Stockton, they cannot afford one that meets the size needs of the household. Overall, households experiencing overcrowding in Stockton, particularly renter households, when combined with income or accessibility challenges, may become at risk for displacement.

Stockton is a racially and ethnically diverse city, as discussed in the “Racial and Ethnic Characteristics” section. As discussed previously, most block groups in the southern portion of the city have non-White populations of at least 60.0 percent, though in the northern portion of the city are concentrations of census tracts with lower diversity west of Lower Sacramento Road, between Thornton Road /Pacific Avenue and I-5 (inclusive of a large unincorporated county island), west of I-5, and surrounding the University of the Pacific campus. Overcrowding often impacts lower-income households disproportionately. These

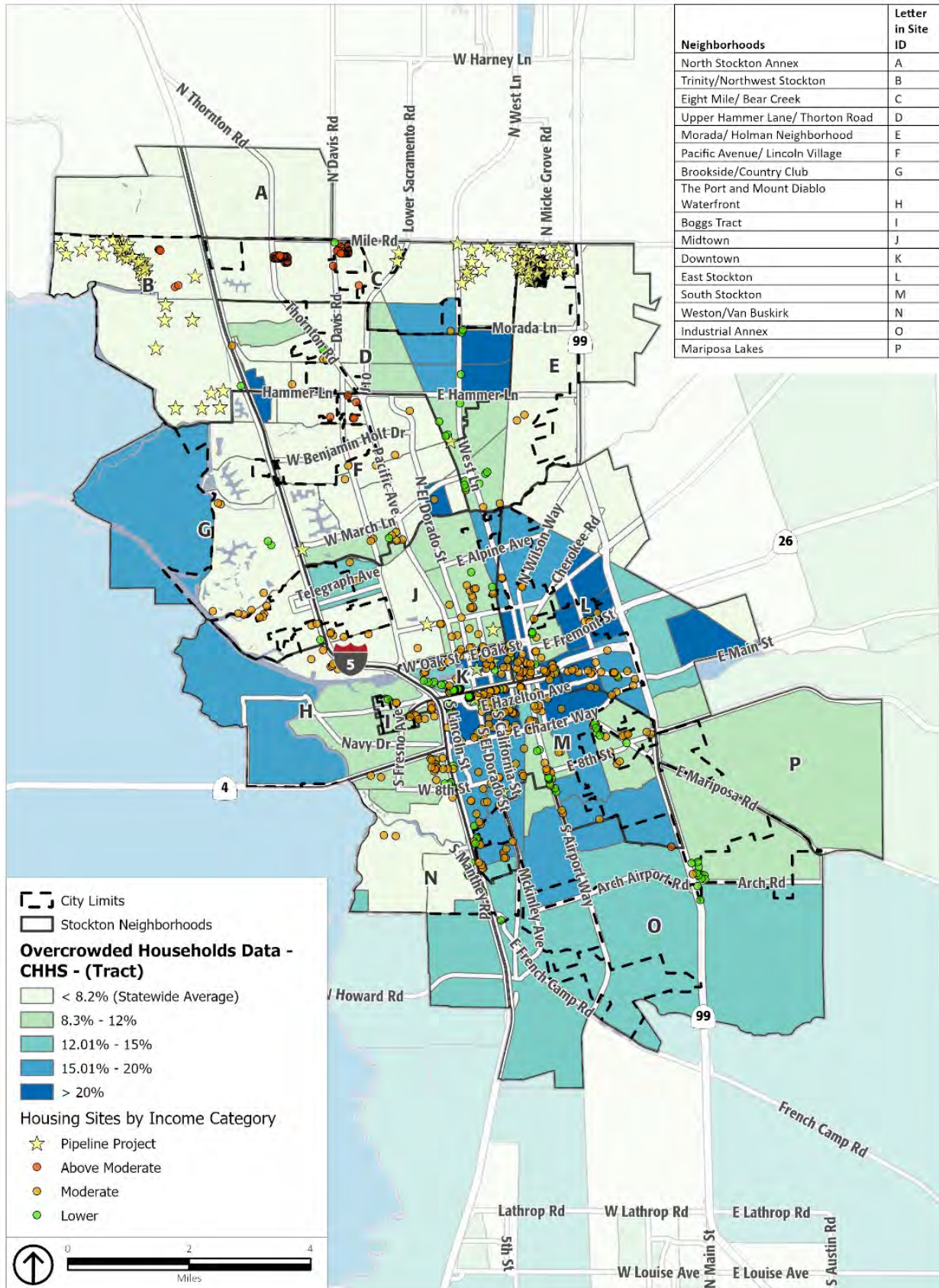
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patterns are reflected geographically, with higher rates of overcrowding generally in areas with lower median incomes and/or concentrations of racial or ethnic populations (**Figure HE-17, Overcrowded Households in Stockton**). North of the Calaveras River, the majority of census tracts with overcrowding rates exceeding the state average of 8.2 percent correspond with locations of affordable housing resources, TCAC/HCD Area of High Segregation and Poverty, and R/ECAP designations. However, the relationship between diversity, proportion of non-White populations, income, tenure, and overcrowding seen in many other jurisdictions in the county—and even between the northern and southern portions of the city—is not consistently apparent in Stockton. Many of the residential subdivisions within the Upper Hammer Lane/Thornton Road and Pacific Avenue/Lincoln Village neighborhoods concentrated between the Union Pacific Railroad Fresno Subdivision line and Lower Sacramento Road/Pacific Avenue with the highest diversity indexes, low to moderate incomes, and presence of affordable housing resources are not reported as areas of significant overcrowding.

Two of the three census tracts with overcrowding rates above 20.0 percent of households—in the Upper Hammer Lane/Thornton Road neighborhood between the Union Pacific Railroad Sacramento subdivision line and the Union Pacific Railroad Fresno subdivision line from the northern boundary to East Hammer Lane—are not identified as a R/ECAP or Area of High Segregation and Poverty. They do not coincide with the location of an affordable multifamily complex and include block groups that fall in the moderate-income range for San Joaquin County. These neighborhoods consist of single-family residences, the Imperial Stockton Mobile Home Estates, Friendly Village Mobile Home Park, and Pines Mobile Estates, and a variety of multifamily residences. Both census tracts consist of a diverse mix of residents above the

diversity index 85th percentile, have predominantly Asian populations with a representation of Black and African American residents exceeding the overall citywide average, and proportions of Hispanic residents at or just below the citywide average. A stakeholder in the outreach process noted that the homeless counts among the Asian population may be underrepresented because families often share responsibility to shelter the homeless (which the stakeholder termed “couch surfing”), which can result in overcrowding. This may also be a practice among Hispanic households. Culturally, Asian and Hispanic households often tend to support extended families regardless of income level. This suggests that the tradition of sheltering homeless and extended family composition in areas with high diversity scores may contribute to rates of overcrowding above the state average in census tracts with primarily higher income levels. The differential in incomes and non-White population distribution by block groups may further assist in spatially identifying the location of households in the overall census tract experiencing higher rates of overcrowding.

Figure HE-17: Overcrowded Households in Stockton



Source: California Health and Human Services, 2021.

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The third census tract with an overall overcrowding rate of 21.2 percent is in the Dorchester residential area along I-5, comprising a block group north of Hammer Drive in the Upper Hammer Lane/Thornton Road, and a block group south of Hammer Drive within the Pacific Avenue/Lincoln Village neighborhood. Both block groups exhibit a very diverse mix of residents, with a roughly equal proportion of Hispanic households at 37.0 percent; Black and African American populations comprising 23.6 and 14.5 percent respectively above and below Hammer Lane; and Asian residents at 19.9 to 25.4 percent respectively above and below Hammer Lane. Renter households comprise 74.5 percent above Hammer Lane where higher density multifamily residential and nonresidential uses are prevalent, and 61.7 percent below Hammer Lane, which is lower density multifamily and single-family residential with limited nonresidential uses. Although the median income above Hammer Lane is \$34,500 and below Hammer Lane is \$66,563, if the pattern of overcrowding among moderate-income Asian households applies within this census tract, it is likely the overcrowded households may be more heavily concentrated south of Hammer Lane.

Areas within the Midtown neighborhood with an incidence of overcrowding above the state average are generally to the east, west, and north surrounding the University of the Pacific campus, although these tracts are primarily designated by TCAC/HCD as moderate and high resource with median incomes in the low-to moderate-income range. The higher rates may be partially attributed to students residing in the vicinity who may be doubling up in bedrooms. Within the upper East Stockton neighborhood, 16.0 percent of households report overcrowded conditions in the highly diverse El Pinal community. The tract is a mix of industrial and railroad-oriented operations—older single-family residential uses at the southern end and newer residential subdivisions

at the northern end. There are no affordable housing complexes, and the tract is designated low resource. However, potentially in relation to the newer housing stock in the northern and eastern edges of this census tract near SR-99, the median income is \$61,737, falling within the moderate-income category. Although it is difficult to identify spatially where the overcrowding is most prevalent, it may occur more frequently in the southern portion, where older housing stock conditions and typology exist and are intermixed with nonresidential uses.

The portion of the city south of East Harding Way and Cherokee Road, inclusive of the Greater Downtown neighborhoods, sees rates of overcrowding above the state average, generally corresponding with TCAC/HCD designations of Areas of High Segregation and Poverty and HUD R/ECAPs, diversity index scores above the 85th percentile, and historically redlined locales, with a few exceptions. The census tracts with rates of overcrowding exceeding 20.0 percent are in the Greater Downtown, with the highest rate (29.5 percent) in the census tract between Union Avenue and North Wilson Way in the East Stockton neighborhood, where older housing stock, originally constructed to serve the railroad industry, is mixed with industrial and other nonresidential uses. In contrast, the census tract in the Weston/Van Buskirk neighborhood corresponding to the 100 Sierra Vista Conway Homes public housing units, with a median income between \$20,104 and \$38,359, a TCAC/HCD Area of High Segregation and Poverty designation, 71.9 percent of the residents are renters, and both Asian and Black or African American proportions exceeding the citywide average, has an overcrowding rate of only 4.6 percent, similar to the other tracts in this geographic neighborhood with Moderate and Low resource designations. The availability of 30 three-bedroom and 18 four-bedroom units in the public housing development may be a factor in the low overcrowding rate in this tract.

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While some households reported as overcrowded may have chosen to double up inhabitants in one room, and therefore the condition may not be based on inability to find and secure adequate housing, severe overcrowding, particularly among the lower-income households in Stockton, may indicate a more significant potential for displacement. Most noteworthy with respect to overcrowding is the increasing number of households reporting severe overcrowding conditions, from 1.2 percent of total households in 2012 to 2.6 percent in 2020. Renter households have experienced the largest increase in severely overcrowded conditions, from 1.3 percent in 2012 to 3.5 percent in 2020. This risk of displacement applies to both owners and renters in the city, the county, and the state and is a sign that households are having difficulty finding affordable housing suitable for their size.

The availability of housing units in Stockton appropriate to house lower-income large families (five or more persons) within their affordability level may also contribute to overcrowding. The incidence of large-family households in Stockton, presented in HNA Table HE-16, Household Size by Tenure, is higher than in San Joaquin County at 21.2 percent of households compared to a countywide representation at 19.6 percent, and higher than the 13.8 percent throughout the state. In comparison to other jurisdictions in San Joaquin County, the City of Stockton is fairly similar to Tracy, the second largest city in the county, in which 20.9 percent of households have five or more persons, and in contrast with the adjacent smaller cities of Lodi to the north and Manteca to the south, with 14.2 and 18.2 percent of households, respectively, having five or more persons. In Stockton, the distribution of large households by tenure generally aligns with the overall tenure distribution of 49.9 percent homeowners and 50.1 percent renters, with 48.2 percent of large households being homeowners, and 51.8 percent renters. In comparison, 54.8 percent of large households in

the county are homeowners, and 45.2 percent are renters, and 55.4 percent of large households in the state are homeowners, and 44.6 percent are renters. This pattern of a slightly higher proportion of large-household renters and a slightly lower representation of large-household homeowners than overall tenure distribution is also found in surrounding jurisdictions in the county.

To meet the needs of large families in Stockton, 63.8 percent of the housing stock has three or more bedrooms. Approximately 66.6 percent of these larger units are owner occupied, comprising 85.2 percent of all of the homeownership stock. Of the total rental stock in Stockton, 42.5 percent of the units have three or more bedrooms, which is 33.3 percent of total larger units in the city. An October 2022 survey of rental listings in Stockton, shown in the HNA Table HE-30, Average Rental Rates 2022, indicates that the median market rate rent for a two-bedroom unit is \$1,615, a three-bedroom unit is \$2,357, and larger units are \$2,624 per month. Based on HNA Table HE-26, Ability to Pay for Housing Based on HCD Income Limits 2022, with the exception of a two-bedroom unit, a low-income household of four persons could not afford the asking rent. Therefore, while there is a large proportion of large units, lower-income households with five or more people may experience challenges in finding adequately sized units in their affordability range, which may result in overcrowded living conditions unless they are able to secure housing in one of the 56 assisted affordable complexes in the city or apply HCVs to market-rate, larger rental units.

Therefore, the City will provide incentives to developers, such as streamlined review or parking waivers, that construct affordable housing with larger units in areas of concentrated overcrowding to alleviate housing pressure on households that may be doubling up (Program 28).

## OVERPAYMENT

HUD considers housing to be affordable for a household if the household spends less than 30.0 percent of its income on housing costs. A household is considered “cost burdened” if it spends more than 30.0 percent of its monthly income on housing costs, while those who spend more than 50.0 percent of their income on housing costs are considered “severely cost burdened.”

In Stockton, 20.8 percent of households are cost burdened, and 21.0 percent are severely cost burdened, so a total of 41.8 percent of total households experience some level of overpayment. When evaluating overpayment among lower-income households in the city (43.9 percent of total households), this rate of housing cost burden for lower-income households is slightly higher in Stockton, at 75.0 percent, than in San Joaquin County (72.0 percent) and California (70.0 percent). When looking at overpayment by tenure, homeowners generally experience cost burden at a lesser rate than renters across all geographies. Approximately 27.9 percent of homeowners are cost burdened compared to 54.4 percent of renters. More specifically, approximately 25.6 percent of renters overpay for housing and 28.8 percent severely overpay; compared to 15.5 percent of homeowners overpay and 12.4 percent severely overpay. Some stakeholders described that many people in Stockton resort to uninhabitable housing because they cannot afford anything better. They shared that landlords do not feel any pressure to fix units, knowing that their tenants are desperate for housing as housing costs continue to increase and housing supply is very limited. This data points to the need for more affordable housing units in Stockton to meet the needs of lower-income households.

In many circumstances, overpayment is closely tied to income, and lower-income households are most at risk of displacement due to

overpayment, as presented in Table HE-24, Housing Cost Burden by Household Income Classification, in the HNA. According to the 2014-2018 CHAS, approximately 43.9 percent of households in Stockton are lower income, of which 75.0 percent overpay for housing—30.0 percent pay between 30.0 and 50.0 percent of their income for housing, and 45.0 percent pay over 50.0 percent for housing. Further, of the cost-burdened lower-income households, 72.5 percent are renters and 27.5 percent are owners. Approximately 58.6 percent of overpaying renters are severely cost burdened, and 64.4 percent of overpaying homeowners are severely cost burdened. In contrast, of Stockton residents making more than 80.0 percent of the AMI, 13.6 percent are overpaying and 2.2 percent are severely overpaying.

As shown in HNA Table HE-24, Housing Cost Burden of Extremely Low-Income Households 2018, 14.0 percent of the population falls into the extremely low-income category (ELI), of which 82.5 percent pay over 30.0 percent of their income for housing. Of the ELI households overpaying for housing, 88.7 percent pay over 50.0 percent of their income for housing, indicating a significant shortfall of resources affordable to these households. Approximately 21.4 percent of renters in Stockton are considered extremely low-income, compared to 5.9 percent of homeowners. The majority of ELI households are severely cost burdened—74.8 percent of ELI renters and 66.4 percent of ELI homeowners pay over 50.0 percent of their income for housing. This indicates that, while lower-income renters are more likely to experience cost burden, overpayment is particularly prevalent among all ELI households.

According to the 2016-2020 ACS, most of the city reflects renter cost burdened rates between 40.0 and 60.0 percent (**Figure HE-18, Renter Overpayment in Stockton**). The contiguous areas with a concentration of households experiencing rates above 60.0



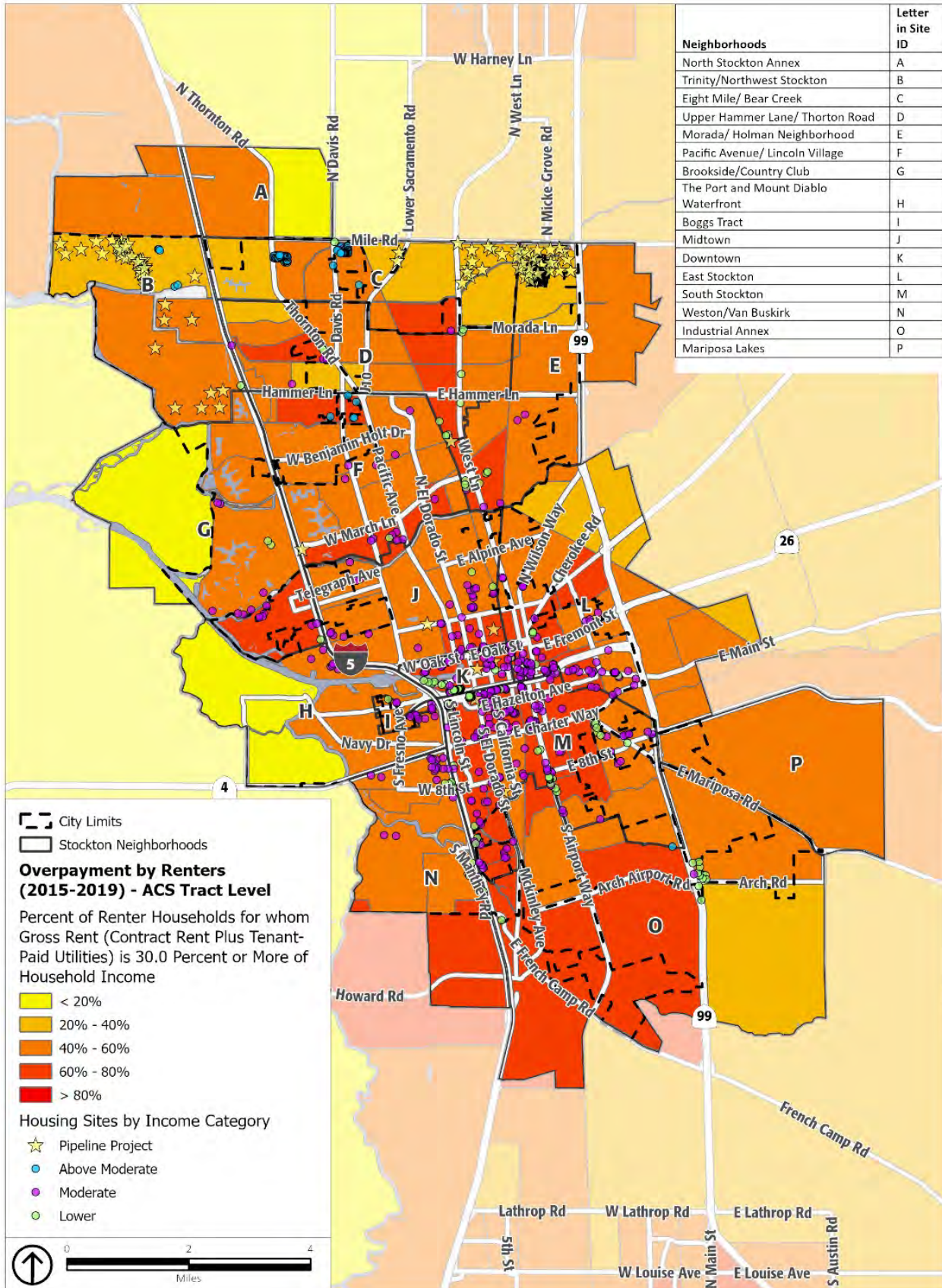
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percent are primarily found in the Midtown and East Stockton neighborhoods south of Harding Way, the Greater Downtown, and the South Stockton neighborhood, corresponding to the TCAC/HCD Areas of Segregation and Poverty and HUD R/ECAPs, and the two census tracts south of West Charter Way toward French Camp between I-5 and South El Dorado Street in the Industrial Annex neighborhood. North of the Calaveras River, in the Pacific Avenue/Lincoln Village neighborhood south of East March Lane, a lineal concentration of households experiencing rates of overpayment above 60.0 percent of renters is found from I-5 to the Union Pacific Railroad Sacramento Subdivision line. The majority of this concentration sees rates of renter households above 70.0 percent, lower-median incomes, six affordable housing complexes, and a predominantly Hispanic population, with one TCAC/HCD designation of Area of High Segregation and Poverty and identification as a HUD R/ECAP in the census tract surrounding Weberstown Park. However, likely due to proximity to Weberstown Mall, commercial uses and services along Pacific Avenue, and San Joaquin Delta College, TCAC/HCD resource opportunities in all other census tracts are designated Moderate and High.

The remaining sizeable concentration of renter households with high rates of overpayment is found along the western edge of the Morada/Holman neighborhood and Upper Hammer Lane/Thornton Road neighborhood between the Union Pacific Railroad Sacramento Subdivision line and West Lane. The area has a sizeable Hispanic presence with non-White populations above 81.0 percent, has an overall lower-income median income, contains eight affordable housing complexes, and renters represent an average of 70.0 percent of the households. The census tract south of Mosher Slough, north of East Hammer Lane, partially within the area known as Tam O'Shanter, including the 315 affordable units at Polo Run Family Apartments and 184 affordable

Hampton Square Apartments, is 88.0 percent renter occupied and is designated by TCAC/HCD as an Area of High Segregation and a HUD R/ECAP. However, with the exception of this Area of High Segregation and Poverty, all of the census tracts in these neighborhoods have Moderate resource opportunity designations. The northernmost census tract in the area south of Morada Lane in the upper Tam O'Shanter area, however, has socioeconomic characteristics that do not consistently align with the other census tracts with high proportions of overpaying renters. The median income in the upper block groups of the Morada/Holman neighborhood fall within the moderate-income range, and unlike the other census tracts with high rates of non-White populations, Asian residents are the predominant population at 37.5 percent of the households, followed by Hispanic residents at 33.0 percent, with Black and African American, and White non-Hispanic roughly around 12.5 percent each. Over 60.0 percent of the residents are homeowners, and with the exception of a few blocks of triplex units along West Lane, this area consists entirely of single-family detached units. Therefore, the renters in this tract are likely overpaying for single-family rental properties.

Figure HE-18: Renter Overpayment in Stockton



Source: 2015-2019 ACS

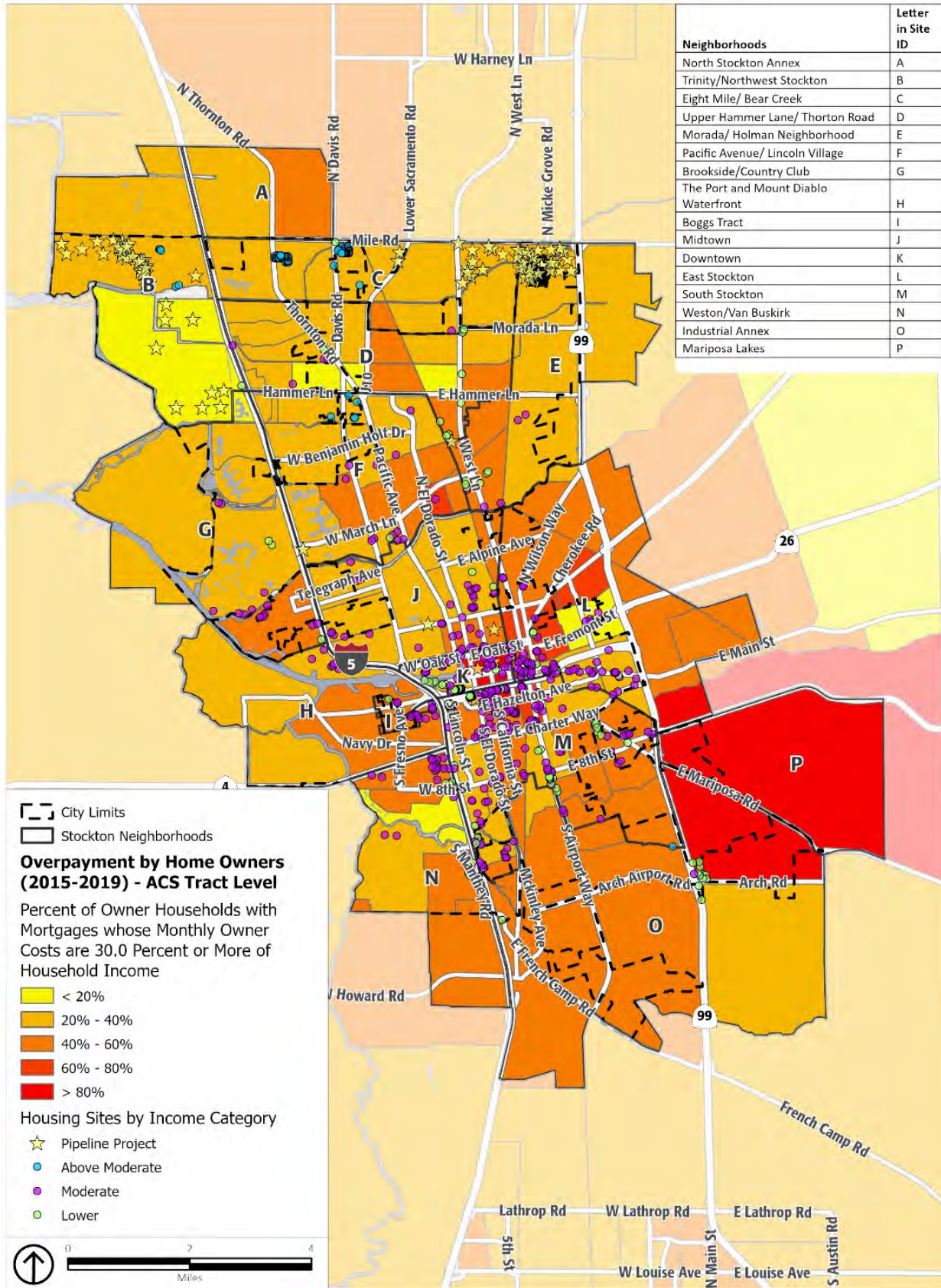
In contrast to renter overpayment, homeowners generally experience cost burden at a lesser rate. The highest rates of homeowner overpayment north of the Calaveras River generally align with high rates of renter overpayment, high rates of overcrowding, or both conditions. Homeowner overpayment rates between 40.0 to 60.0 percent are found south of Mosher Slough between the Union Pacific Railroad Sacramento Subdivision line and the Union Pacific Railroad Fresno Subdivision line and in a concentration of census tracts of residential stock generally built prior to 1980 on both sides of Pacific Avenue between West Swain Road and West March Lane/Calaveras River, inclusive of San Joaquin Delta College, Sherwood Mall, and a range of commercial and service uses. There is one census tract in this cluster designated as an Area of High Segregation and Poverty and a R/ECAP in which 74.3 percent of homeowners overpay for housing. However, 85.3 percent of the households within this census tract are renters, and therefore, 10.8 percent of total households in this census tract are homeowners who overpay for housing. Two additional census tracts within the Upper Hammer Lane/Thornton Road neighborhood between Lower Sacramento Road and the Union Pacific Railroad Sacramento Subdivision line north of Hammer Lane, known as the Ponce de Leon area, have rates of homeowner overpayment between 43.5 and 45.5 percent (**Figure HE-19, Homeowner Overpayment in Stockton**). Renter households comprise 64.5 and 53.7 percent of the residents in these census tracts, respectively, and although non-White population ranges between roughly 75.0 percent and 82.5 percent, this area is quite diverse, and although the predominant population in each block group is Hispanic, representation is below the city average, and proportions of Asian and Black populations are higher than the citywide average. The median income is just above the threshold between low and moderate income, although 24.0 percent of the population in the upper tract has incomes below the poverty line.

South of the Calaveras River, areas with higher concentrations of homeowners overpaying for housing (40.0 to 60.0 percent) generally include the El Pinal community in the East Stockton neighborhood and the Greater Downtown area encompassing the southern edge of the Midtown neighborhood, Downtown, and Homestead area of South Stockton north of SR-4, most of which correspond to a TCAC/HCD Area of High Segregation and Poverty and HUD R/ECAP. However, while it appears that a high proportion of homeowners in the lower Midtown and Downtown census tracts are overpaying, the proportion of homeowners in these tracts range from 2.0 to 11.0 percent of total households, and therefore the percentage of homeowners overpaying for housing is in actuality only between 0.4 percent and 17.4 percent of total households. Areas in the South Stockton neighborhood south of SR-4 and East Stockton neighborhood Fair Oaks area, including those TCAC/HCD designated as Areas of High Segregation and Poverty and HUD R/ECAPs, generally consist of renter households, with the highest incidence of homeowners overpaying for housing between 26.8 and 48.1 percent. The lower homeowner overpayment rate in the South Stockton and Industrial Annex neighborhoods may be partially attributed to housing type and condition, as the majority of units were constructed over 50 years ago, and historical property listings survey on Realtor.com, accessed December 2022, reveals that homes on the market 10 years ago in these neighborhoods were, on average, listed at 12.0 percent of current prices. The lower homeowner overpayment rate might be partially attributed to the presence of longtime residents in these neighborhoods who were able to purchase a home years ago at significantly lower prices than in the current market, (and generally current monthly housing costs would be based on this lower purchase price and tax valuation), and therefore would not be overpaying for their housing, assuming their income level has remained fairly stable. However, lower listing prices for these older units may provide an

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affordable opportunity for new residents desiring to purchase a home in these neighborhoods and would be within their ability to pay. As well, these neighborhoods are identified as experiencing varying levels of gentrification (see “Risk of Displacement” section), which suggests that higher-income households or real estate investors are purchasing these lower priced properties and rehabilitating them, which would also contribute to lower levels of overpayment.

Figure HE-19: Homeowner Overpayment in Stockton



Source: 2015-2019 ACS

Special-needs groups that may be disproportionately affected by high housing costs include large families, single-parent households, and seniors. As discussed in the “Overcrowding” section, large-family households often face special housing challenges due to a lack of adequately sized affordable housing. The higher costs required for homes with multiple bedrooms can result in larger families experiencing a disproportionate cost burden and increase the risk of housing insecurity. While overpayment rates for single-parent households are not available, the ACS reports that 28.9 percent of female-headed, single-parent households are below the poverty threshold. Therefore, these households may have an increased rate of overpayment. Seniors, comprising 21.6 percent of Stockton’s households, often face increased displacement risk due to overpayment as this population more frequently relies on fixed incomes such as retirement savings or Social Security. According to the 2016-2020 ACS, 29.5 percent of senior homeowners overpay for housing, and 64.3 percent of senior renter households overpay, constituting 40.6 percent of all senior households in Stockton.

The sudden loss of employment, a health care emergency, or a family crisis can quickly result in a heavy cost burden, with limited affordable options available in the city, putting these populations that may already be at greater risk of displacement due to overpayment or overcrowding in a situation where they may lose their place of residence and experience homelessness, even when a source of income is still available. Residents finding themselves in one of these situations may have to choose between finding unsuitable lodging within their affordability range, becoming homeless, or moving out of the region. To reduce displacement risk as a result of overpayment, the City has identified the following programs: 7, 12, 13 and 16.

## HOUSING CONDITION

As discussed in the HNA, housing condition can be an indicator of quality of life. Substandard conditions present a barrier to fair housing as occupants are susceptible to health and safety risks associated with poor housing conditions and at risk of displacement if conditions make the unit uninhabitable or if property owners must vacate the property to conduct repairs. As housing units age, they deteriorate without ongoing maintenance, which can present a fair housing issue for occupants, reduce property values, and discourage private reinvestment in neighborhoods dominated by substandard conditions. Typically, housing over 30 years is more likely to need repairs or rehabilitation than newer units. As shown in the HNA, Table HE-22, Age of Housing Stock and Housing Stock Conditions by Tenure, approximately 66.8 percent of housing units in Stockton are older than 30 years and may need repairs,. This is lower than for the state as a whole, where 69.2 percent of units are older than 30 years, yet higher than 61.5 percent of housing units in San Joaquin County. This need has informed the inclusion of several programs in the Housing Element, including rehabilitation assistance and relocation assistance.

In Stockton, 33.2 percent of housing units were built after 1990. Of the multifamily complexes with five or more units in Stockton, 10.0 percent were built since 2000, 28.4 percent were built between 1980 and 1999, 38.3 percent were constructed between 1960 and 1979, and 23.3 percent were constructed prior to 1960. Smaller multifamily unit types, including duplex, triplex, and fourplex units, constitute 50.6 percent of the multifamily units in the city. Only 5.7 percent of this type of unit has been constructed since 2000, and 25.5 percent were added to the housing stock between 1980 and 1999. The majority of small multiplex units were constructed between 1960 and 1979 (36.9 percent), and 33.5 percent of this type of housing stock were built prior to 1960.

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Additionally, 61.0 percent of mobile homes in Stockton were built prior to 1980, making them over 40 years old, an age that generally indicates a need for replacement or rehabilitation. Mobile homes typically deteriorate more rapidly than stick-built homes and so are more likely to need significant repairs as they age to maintain conditions. Further, these homes are often more affordable to lower-income households, and the cost of regular repairs can present a barrier to maintaining good housing condition. Therefore, the City will improve communication of rehabilitation assistance programs currently available for lower-income households, including eligible owners of mobile homes and rental property owners to alleviate substandard conditions before reaching a point of inhabitability (Program 20).

The Neighborhood Services Division of the Police Department enforces codes, laws, and regulations for the abatement of substandard housing conditions and blight issues. Code enforcement statistics from the Neighborhood Services Division provide a sense of the number of units that may need renovation, rehabilitation, or replacement in the city. As shown in the HNA, Table HE-23, Code Enforcement Cases, the Neighborhood Services Division processed 234,924 housing code enforcement cases over the past 16 years, at an average of about 14,683 cases each year. The most common housing violations are structural problems, raw sewage, exposed wiring, and other exterior housing problems.

According to the 2016-2020 ACS data, approximately 46.1 percent of households experience one or more of the following conditions: lacks complete kitchen, lacks complete plumbing, is overcrowded, or is cost burdened. While these estimates include households that are overcrowded or cost burdened but do have a complete kitchen and plumbing, it can be assumed that at least a portion are living in units without these basic

facilities, which are indicators of substandard housing conditions. ACS data estimate that 0.1 percent of homeowner households live in a unit without complete kitchen facilities, and 0.1 percent without complete plumbing. Approximately 1.1 percent of renters live in units lacking complete kitchens, and 0.3 percent without complete plumbing facilities. Due to the relatively low incidence of kitchen or plumbing problems, most of the households experiencing substandard conditions are attributed to either severe overcrowding, severe overpayment, or both. However, to help property owners make necessary repairs, particularly lower-income property owners and managers of deed-restricted housing, the City has included Program 20 to continue to promote the availability of rehabilitation assistance programs.

While the City has not had the resources to conduct a housing conditions survey in recent years, past surveys focused on three specific areas that were formerly Redevelopment Agency project areas: Midtown, South Stockton, and North Stockton. These are the areas of the city with the greatest concentrations of blighted structures and residences in need of significant rehabilitation. Based on these past surveys and a consideration of current conditions, it is estimated that there are around 4,000 housing units needing major repairs or replacement. In addition, the City is currently working on an updated survey of these areas and its results will inform future rehabilitation efforts (see Program 20).

### DISPLACEMENT RISK

A combination of factors can result in increased displacement risk, particularly for lower-income households. Displacement risk increases when a household is paying more for housing than their income can support, their housing condition is unstable or unsafe, or when the household is overcrowded. As discussed under "Integration

and Segregation” and “Overpayment,” there are disproportionate patterns of concentrated poverty in the city that may correlate with increased displacement risk. Other factors, besides those listed above, are vacancy rates, availability of a variety of housing options, and increasing housing prices compared to wage increases. The Urban Displacement Project, a joint research and action initiative of UC Berkeley and the University of Toronto, analyzes income patterns and housing availability to determine the gentrification displacement risk at the census tract level. For the San Joaquin County Displacement Risk Assessment (2019), the research team used the Urban Displacement Project’s Bay Area model to assess census tracts in San Joaquin County for displacement risk. Using the Urban Displacement Project model as a foundation, the research team made select modifications based on best practices and stakeholder feedback. This included modifying the definition of the “region” from 13 counties to San Joaquin County alone, adjusting income parameters, and collapsing the original nine typologies into four displacement typologies specifically relevant to San Joaquin County, as follows:

- **Susceptible to and Ongoing Displacement:** These tracts are low or mixed low income, and some had an absolute loss of low-income households during the period of 2000 to 2018.
- **Varying Levels of Displacement:** These tracts have varying levels of income and housing affordability, and some tracts gentrified during 1990-2000 or 2000-2018, but all tracts experienced an increase in housing costs and/or rental value during 2012 to 2018.
- **Moderate and Mixed Income:** These tracts range from moderate to high income, and other variables are relatively stable.
- **Varying Levels of Exclusiveness:** These tracts range from moderate to high income, and housing costs are increasing. In some tracts, low-income households are

excluded from entering and decreasing in numbers.

According to the San Joaquin Displacement Study (2021) by the San Joaquin Council of Governments, Enterprise Community Partners, and UC Davis Center for Regional Change, 51.0 percent of the population in San Joaquin County falls in the Varying Levels of Exclusiveness typology. In Stockton, it is most prevalent in the northern and southern neighborhoods, including most residential areas in Trinity/Northwest Stockton, North Stockton Annex, Eight Mile/Bear Creek, upper Morada/Holman, Brookside/Country Club, lower Weston/Van Buskirk, and western residential areas along the I-5 in Midtown and Pacific Avenue/Thornton Road neighborhoods. Interview feedback during the San Joaquin Displacement Study process indicated that these communities have seen large amounts of growth in the 2000 to 2018 time period, particularly related to in-migration of households employed in Silicon Valley and in higher-earning jobs throughout the Bay Area that can now work remotely or commute.

Almost 30.0 percent of San Joaquin County households fall into tracts designated Moderate and Mixed Income. This tract typology is relatively stable, without much change in terms of household income over the data period. This typology shows up most frequently in less urbanized and less populated areas of the county that have not experienced the same type of growth occurring around the periphery of the city found in more urbanized communities such as Stockton. However, there are a few portions of Stockton that are categorized as Moderate and Mixed Income in the upper areas of Brookside/Country Club neighborhood, Upper Hammer Lane/Thornton Road neighborhood, and east of Lincoln Village in the southwestern portion of the Morada/Holman neighborhood.



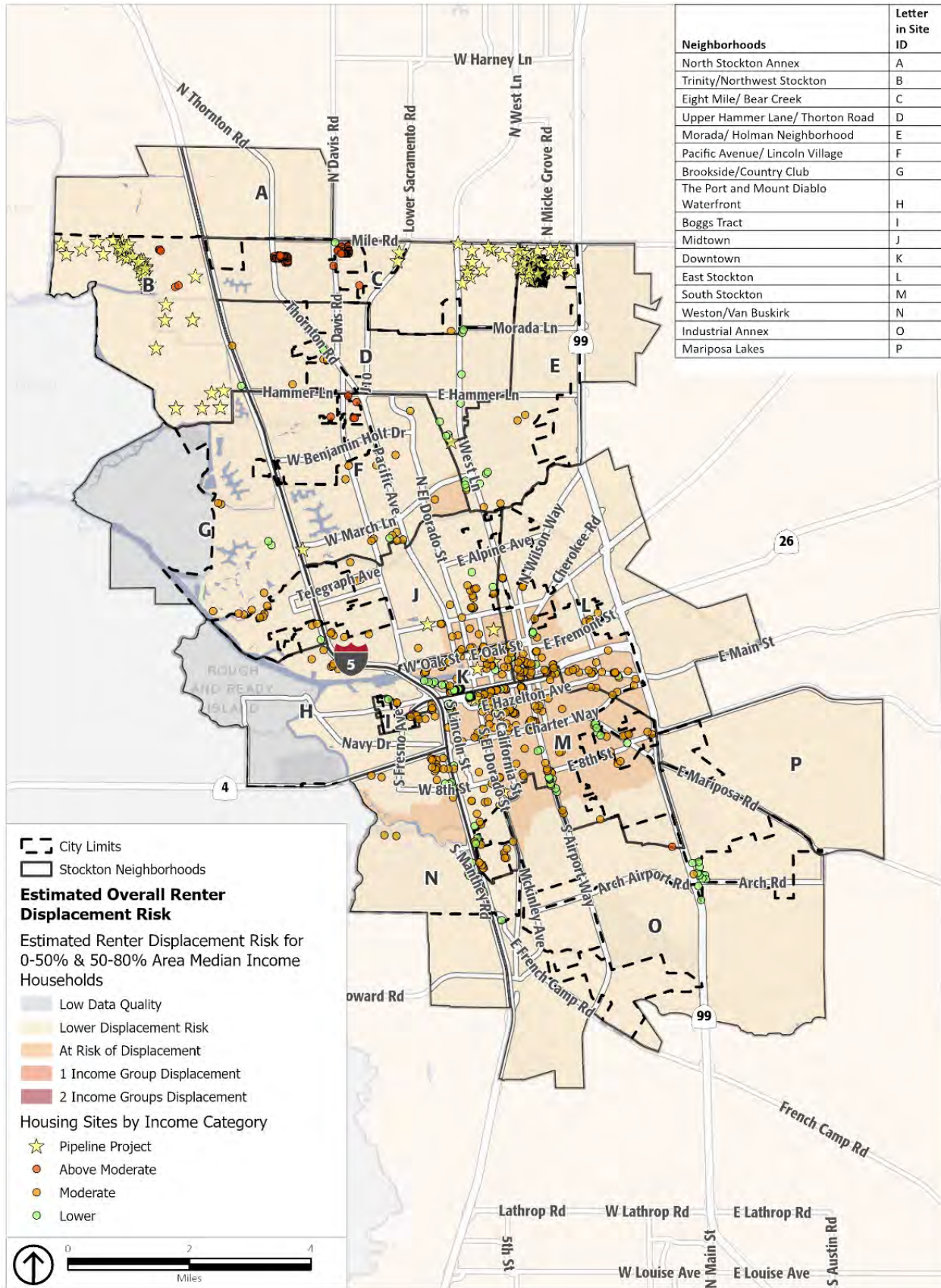
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Neighborhoods designated Susceptible To and Ongoing Displacement, and experiencing Varying Levels of Gentrification are those facing the highest risk of and potential impact from displacement. These tracts generally align with high proportions of lower-income households and concentrations of very low-income households, where the majority of households consist of populations of color, there are a high share of renter households, and high rates of renter overpayment correlating to increases in rent above the county median. The methodology also identifies areas where data indicating an absolute loss of low-income households between 2000 and 2018 correlate with relocation of households in response to increases in housing sale prices and rent costs. In Stockton, the mapping tool designates the majority of areas experiencing gentrification and those that are susceptible to displacement within the central, downtown, and south Stockton neighborhoods, including portions of Upper Hammer/Thornton Road in the vicinity of Hammer Lane/Lower Sacramento Road and the Union Pacific Fresno Subdivision Railroad; residential areas around Lincoln Village, Sherwood Mall, Stonecreek Village, Weberstown Mall, and San Joaquin Delta College in the Pacific Avenue/Lincoln Village neighborhood; southwestern residential areas in the Morada/Holman neighborhood; eastern and southern portions of the Midtown neighborhood; the central section of the Port and Mount Diablo Waterfront neighborhood; Downtown; and South Stockton. These two typologies apply to approximately 18.0 percent of households countywide, but they appear to constitute a significant portion of the city, generally corresponding to lower-income areas in Stockton with high rates of renters, renter overpayment, and non-White populations. The recent influx of relocating households from the Bay Area may be a contributing factor to rising home values and displacement of existing lower-income households in these neighborhoods, where homes and rents may be increasing beyond the ability to pay for current

lower-income residents, yet might be attractive to in-migrating populations, thus increasing potential for gentrification.

According to the AFFH Mapping Tool (ACS 2015-2019), the California Urban Displacement Project: Estimated Displacement Risk Model Overall Displacement Risk data (see **Figure HE-20, Elevated Displacement Risk**) identify the majority of the Greater Downtown, South Stockton, and East Stockton neighborhoods, all of which correlate with locations of affordable housing complexes, and the portion of the Weston/Van Buskirk neighborhood including the Sierra Vista public housing as At Risk of Displacement. As well, a block group in the Pacific Avenue/Lincoln is identified as at risk of displacement. This assessment generally corresponds to the findings of the San Joaquin Displacement Study, although at less detail some transitioning areas are overlooked.

Figure HE-20: Elevated Displacement Risk



Source: Urban Displacement Project, 2022 (HCD AFFH Data Viewer).

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Increases in home and rental prices have impacted residents throughout Stockton, though renters are typically more burdened by housing market increases in annual rent increases, compared to homeowners who have fixed-rate mortgages. As identified in the HNA, according to Redfin, as of November 2022, the median sales price in Stockton was \$420,000 for all home types. Supplementing the 2016-2020 ACS data discussed in the HNA, the Stockton Housing Action Plan Market Conditions Report, 2022, analyzed the home sale price distribution for single-family and condominium units in Stockton between November 2021 to April 2022. According to this survey, 1,705 single-family units sold in Stockton during the time period, the majority of which were three or more bedroom units. The median home price for a single-family home was reported at \$425,000, comparable to the above Redfin estimate, while the bulk of units ranged from \$300,000 to \$600,000. During this same time period, 88 condominium units sold (4.9 percent of total units sold during this period), the bulk of which were two-bedroom units, with an overall median sale price of \$195,000.

As discussed in the Stockton Housing Action Plan Market Conditions Report, 2022, based on historical Redfin market median home sale price trends for Stockton and San Joaquin County from February 2012 through April 2022, both the city and the county experienced a dramatic price increase over that period. The county's median home sale price grew by 264.0 percent, and the city's grew by 286.0 percent. However, the median for the city continues to lag below the countywide median, suggesting that Stockton may have a larger inventory of older, less costly homes. However, while the median home value in Stockton was lower than the county and state, the median home price in Stockton is still only affordable to above moderate-income households. In the HNA, Table HE-26, Ability to Pay for Housing Based on HCD Income Limits, 2022, shows that the maximum affordable price for a moderate-

income family of four is \$416,651, and for lower-income households is \$270,415. (HCD income limits are the basis for determining eligibility for affordable housing.) Purchasing a home above these limits could result in overpayment and/or overcrowding and potential risk of displacement. These maximum ability-to-pay thresholds for a three- or four-person household are significantly lower than the median home sale price for a three-bedroom single-family home. Though 2016-2020 ACS income data indicate that approximately 25.7 percent of Stockton households earn \$100,000 per year or more—which is generally considered the threshold between a moderate income and an above moderate income for a household of four, according to HCD—and would be able to afford the median priced three-bedroom home in 2022, moderate-income households would generally be limited to two-bedroom units and three-bedroom homes at the lower end of the available market listings. These prices outpace income growth, tending to put housing costs beyond the means of more households over time.

Single-family attached homes, including smaller-sized properties such condominiums, duplexes, triplexes, and quadplexes, at times function as naturally occurring affordable housing (NOAH) units for low- to moderate-income households. These market-rate units are generally older properties that may not be well maintained and command lower rents or listing prices due to the property's age and more limited upkeep. The preservation of NOAH units in multifamily properties accommodates workforce and middle-class households that may not meet housing subsidy requirements but earn an insufficient income to avoid overpaying for housing. For a low-income household, the maximum affordable home price ranges from \$216,495 for a two-person household to \$292,064 for a five-person household (Table HE-26 in HNA). Low-income households could afford a one- or two-bedroom and a limited number of three-bedroom condominium units. However, the sales listings in the Stockton

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Housing Action Plan Market Conditions Report, 2022, referencing the market listing resource List Source, indicated a constrained supply and limited availability of these affordable units.

In order to increase and promote sustainable homeownership for the full range of household incomes and needs, Stockton should focus on infill housing development to encourage development of underutilized properties and maximize the production of units in order to serve the growing number of residents and their households. Given the large number of households earning the median household income or less and facing a housing cost burden, the production of condominiums, townhomes, and other smaller ownership units, especially in more urbanized areas in infill development projects with a mix of market-rate and affordable units, could alleviate supply constraints in the housing market. More importantly, infill housing projects producing single-family attached homes are relatively affordable to low-income households in the city and would expand the opportunity for homeownership to a broader range of households.

Rent prices in Stockton have also increased significantly and present a barrier to lower-income households. Current rental market conditions based on information from CoStar Group, 2022, identified that over 85.0 percent of available rentals in early 2022 were one- and two-bedroom units. Overall, the vacancy rate of market-rate rental units for CoStar Group's inventory is 3.4 percent, which, compared to a healthy rental vacancy rate of 5.0 percent, indicates a shortage of available units. This limited availability of rental stock increases competition for units, and those that face challenges in meeting the credit check or deposit requirements could face homelessness. According to the survey, between March and June 2022, the average asking rent for multifamily market-rate units increased by over 9.0 percent, with the largest rent increase in

one- and two-bedroom units. As discussed previously in the HNA (Table HE-30 Average Rental Rates, 2022), based on the HCD income limits, the average market rate three-bedroom apartment with an average monthly rent of \$2,357 is affordable only to a moderate-income household of four or five persons (120 percent of the AMI), which is an annual household income of approximately \$102,000. The average monthly rental cost for a two-bedroom unit is \$1,615, which falls within the ability-to-pay range for a low-income household of four, requiring an average income up to \$66,200 (Housing Action Plan for the City of Stockton, 2022, indicated a required income of between \$50,000 to \$60,000, although rental data was accessed at an earlier date than the HNA date of October 2022 for Zillow inventory). Although there is limited rental stock available at lower price points, it may not be suitable to meet the size, location, mobility, access to resources, or other requirements of the household without overcrowding or overpayment. Very low-income households and households in poverty in general will experience significant challenges in securing rental housing without assistance in the current market in Stockton.

More than 58.0 percent of all renter households earn less than \$50,000, and the median renter household income is approximately \$41,000, indicating a significant existing need for below-market-rate rental housing. This suggests that roughly half of Stockton households would struggle to afford average-priced rental housing in the city. The data demonstrate that while there may be units affordable to lower income households, there is a shortfall of housing affordable to extremely low-income and very low-income households. Therefore, programs aimed at assisting households to secure below-market-rate rental housing or more affordable ownership housing options could assist existing Stockton residents as well as any new residents at lower income levels.

Though housing costs have increased rapidly, wages have not kept pace, as discussed in the HNA. In addition, recent increases in incomes could be partially attributed to the influx of households from the Bay Area with higher paying jobs. The difference in these trends (housing cost vs. wages) indicates growing unaffordability of housing in Stockton. The discrepancies between wage increases and rising housing costs that are resulting in increased displacement risk are supported by the findings of the San Joaquin County Housing Displacement Report. The report found that a shortage of housing production, rising housing costs, and the influx of residents from the Silicon Valley and Bay Area have intensified housing demand and gentrification of older neighborhoods, resulting in increased displacement risk, particularly for lower-income households.

To address affordability challenges, the City will encourage and incentivize development of affordable housing units, particularly in higher opportunity areas, and will develop a program to connect lower-income residents with affordable housing opportunities and identify funding for financial assistance for first time homebuyers (Program 10).

## OTHER RELEVANT FACTORS

### HISTORY OF DEVELOPMENT TRENDS

The city was established by Captain Charles Weber in 1848 with the purchase of 49,000 acres of land through a Spanish land grant and the intention to supply the Gold Rush. The City was officially incorporated soon after in 1850. Following its role as a major supply point during the Gold Rush, shipbuilding served as the primary industry in the city, and agriculture began to take a stronghold in the valley. The city's strategic location takes advantage of the navigable waterways of the San Joaquin Delta,

the rich soils, availability of water, and numerous railroad lines converging in the city and connecting it to the major distribution centers in the San Francisco Bay 90 miles to the north. The Port of Stockton officially opened as the first inland seaport, which contributed to the city's growth and identity. Following WWII, the city's economy shifted away from shipbuilding to agricultural operations, industrial operations, and product manufacturing, but it remains a major shipping point for these commodities.

The city originally developed around the waterway in the Port and Mount Diablo Waterfront neighborhood and Downtown area, which later would become the Port of Stockton. Development expanded to the north after the turn of the century into the lower portion of the current Midtown neighborhood where University of the Pacific, San Joaquin Delta College, California University-Stanislaus, and Dameron Hospital were established, and to the south in the South Stockton neighborhood in an area known as the Homestead. Both of these areas are a current resource of older residential housing stock. By the late 1960s, the city encompassed the Downtown neighborhood, which remained the central business district with Main Street as the anchor; the Midtown neighborhood in its entirety; and residential and supporting commercial uses north of the Calaveras River closely following Pacific Avenue, North El Dorado Street, and West Lane in the Pacific Avenue/Lincoln Village neighborhood, extending just north of West Hammer Lane in the Upper Hammer Lane/Thornton Road neighborhood. Though a portion of the residential areas in the Midtown neighborhood are smaller, older, single-family and small multifamily units, the portion of Midtown south of West Harding Way is also home to the Magnolia Historic Preservation District. Development had also extended into both the East Stockton neighborhood (previously called Fair Oaks) and the South Stockton neighborhood (inclusive of unincorporated county islands). Only a small

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section the southwest corner of the Brookside/Country Club neighborhood west of I-5 had been developed, most of which is unincorporated county island.

According to the 2016-2020 ACS, the number of owner-occupied and renter-occupied units is almost equivalent. The greatest period of residential growth in Stockton occurred between 1970 and 1979, during which 18.9 percent of the city's current occupied housing stock was constructed, with a predominance of multifamily unit types (21.7 percent of current renter-occupied units and 16.0 percent of the current owner-occupied units). Much of this multifamily development occurred west of the I-5 in the Lincoln West Planned Community in the northern portion of the Brookside/Country Club neighborhood as duplex and condominium complex housing typology. Vacant tracts in the central portions of the city between West Hammer and Morada Lanes in the Upper Hammer Lane/Thornton Road and Morada/Holman neighborhoods were filled in with primarily single-family and duplex housing, becoming the destination for the Asian population to relocate following the disruption to the Asian community in the 1960s from the right-of-way for the cross-town SR-4. These neighborhoods in the northeast section of the city currently have a concentration of predominantly Asian residents.

A second significant period of growth occurred in the following two decades, between 1980 and 1999, resulting in an additional 28.1 percent of the city's housing stock, although during this time period a slightly greater proportion of owner-occupied units were constructed (29.0 percent) compared to renter-occupied units (27.3 percent). Growth on the west side of I-5 occurred during this time frame, and this major transportation route functioned as a physical barrier that allowed developers to promote residential neighborhoods branded as distinctly different in character from the rest of the city. The majority of the Brookside/Country Club

neighborhood was developed as a master planned golf course community, with satellite planned-development gated communities and upscale market rate single-family units and supporting commercial space. There was a spurt of development between 2000 and 2009 in the Eight Mile/Bear Creek and Trinity/Northwest Stockton neighborhoods, the Morada/Holman neighborhood north of Morada Lane, and the Weston Ranch community in the Weston/Van Buskirk neighborhood, during which 17.4 percent of the housing stock was built, primarily owner-occupied housing (24.2 percent of owner-occupied housing stock, and 10.6 percent renter occupied-housing). Only 1.9 percent of the housing stock has been built since 2000, indicating a decline in residential growth in Stockton over the past two decades. However, there currently are a number of market rate subdivisions under construction in the northern end of Morada/Holman and northwestern corner of Trinity/Northwest (Westlake subdivision), and Eight Mile/Bear Creek neighborhood east of North Lower Sacramento Road that might not have been taken into account during the 2016-2020 ACS data period.

Like several other cities in the San Joaquin Valley, immigration and historical exclusionary practices have contributed to the various development patterns found in the city today. The Chinese were the first major group of non-European settlers in Stockton, living along Miner Street near the waterfront and later moving to East Washington Street, which became Stockton's Chinatown. The next wave of agricultural worker immigrants from Japan, the Philippines, and the Punjab province of India also faced housing discrimination and were restricted from living north of Weber Street, which was Stockton's "color line," according to the Japantown Atlas Overview Map: Stockton Japanese American Businesses of 1940 (1917 and 1951 maps). However, unlike the earlier Chinese, the Japanese and Filipino immigrants were predominantly family units and formed

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more cohesive cultural communities, expanding upon the earlier Chinatown settlement and establishing a presence from the East Weber levee south to Lafayette Street, between South Commerce and South Hunter Street.

These areas were impacted economically during the Japanese internment period, as businesses closed and homes were abandoned. With the absence of the Japanese workforce, the federal Bracero program brought in temporary Mexican workers, many of whom inhabited the vacated housing available in the evacuated China and Japan Town communities. While there were few African Americans in Stockton prior to WWII, after the war many servicemen remained in the Stockton area and filled available shipyard and growing manufacturing jobs. As the invisible Weber Avenue “color line” remained unspoken yet in effect, this new immigrant population generally established themselves in the older residential areas in South Stockton as well as in the vicinity of the Filipino, China, and Japan Town communities, close to the port and industrial areas where the jobs were. Upon return from the internment camps, the Asian community was reinstated, but many residences and businesses had been re-occupied by Bracero and African-American workers, and the concentration of non-White population expanded southward.

When the color line was lifted concurrently with the construction of cross-town connector SR-4 in 1961, much of the Asian population relocated north of the Calaveras River, with significant concentrations settling in what is currently the Morada/Holman neighborhood and Upper Hammer Lane/Thornton Road neighborhood east of West Lane. The other communities of color, including the displaced Filipino residents, remained in the vicinity of the Downtown or relocated south of the cross-town freeway in South Stockton or into East Stockton in the former Fair Oaks area.

A variety of historical practices and policies resulted in past and present patterns of segregation. Some urban renewal activities contributed to the segregation of lower income communities of color in certain sections of Stockton—for example, the cross town SR-4 freeway; land use decisions to construct affordable housing complexes in existing lower-income areas, including the Greater Downtown, South Stockton, and along the circulation corridors extending northward from the Midtown neighborhood where the first residential neighborhoods across the Calaveras River were constructed; and prioritizing newer market-rate single-family developments in the more peripheral western, northern, northeastern, and southwestern edges of the city. Physical features in the city also contributed to creating spatially divided concentrations of income and racially based neighborhoods—particularly the various delta sloughs, creeks, Calaveras River, the port and scattered lake features, roadway infrastructure, and the two Union Pacific Railroad lines with associated rail yards and switching stations. Though these factors did not openly target minority groups, they may have contributed to establishing development patterns that prevented access to opportunities by lower-income households. Local, state, and federal policies have, both directly and indirectly, influenced access to services, amenities, and opportunities for lower-income and non-White households.

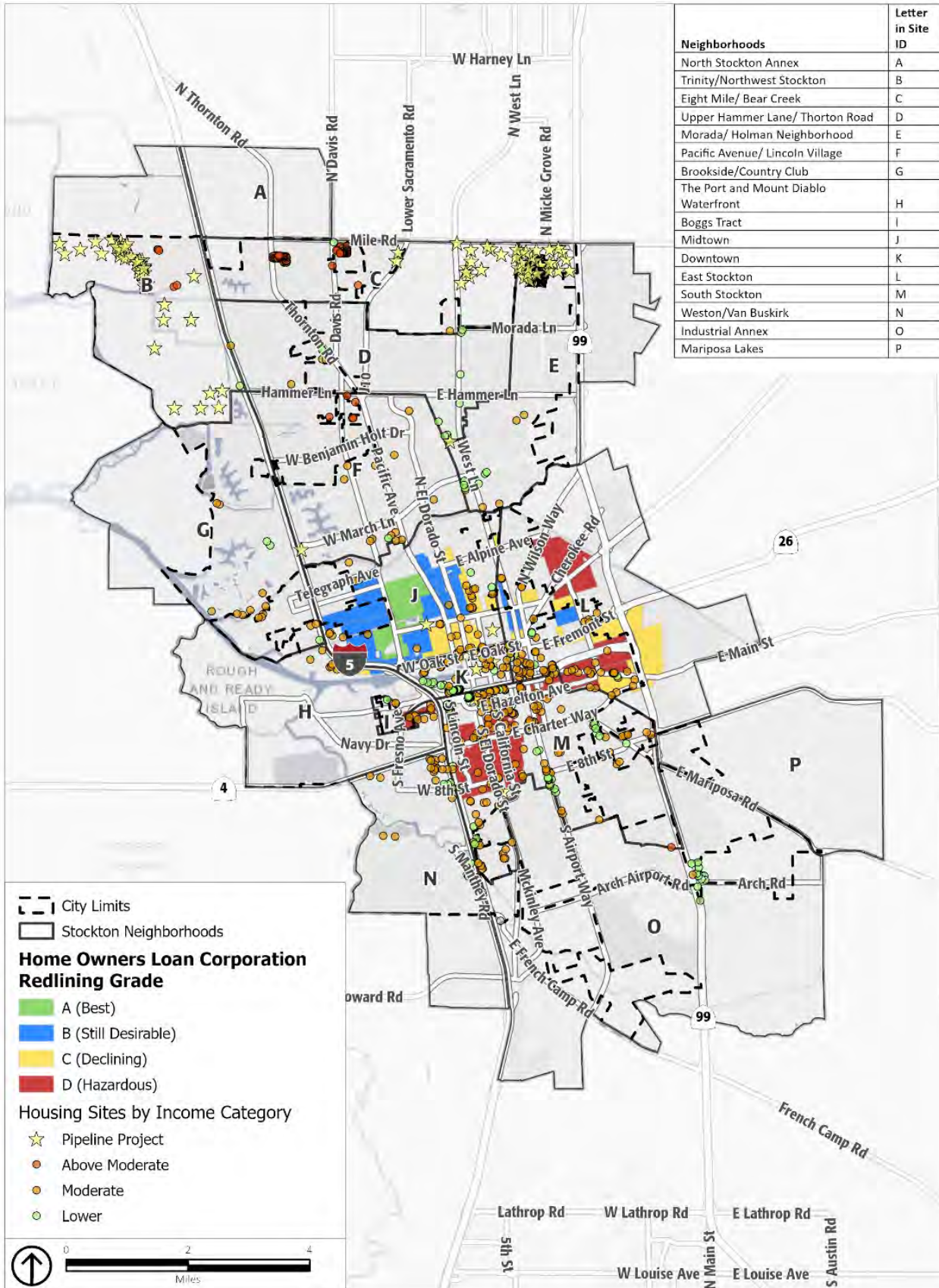
As well, nationwide practices of discriminatory land use policies, redlining, and mortgage lending discrimination have presented overt barriers to homeownership and housing options in general for people of color. Redlining refers to the process of delineating neighborhoods deemed “unworthy of private investment.” The Home Owners’ Loan Corporation evaluated neighborhoods based on their desirability. Investors categorized neighborhoods as “red” or “yellow” if there was said to be an “infiltration of undesirable populations” or a “lack of

homogeneity” (referring to White-only populations), which indicated a declining neighborhood. Once a neighborhood was “redlined,” banks refused to grant home mortgages and loans to residents in the area. As shown in **Figure HE-21, Home Owner’s Loan Corporation Redlining Grade**, Stockton had historically many red census tracts, most of which were in the South Stockton neighborhood, and yellow census tracts in the northern Greater Downtown and Midtown neighborhoods. Most of the red or yellow tracts correlate with lower-income communities, although north of SR-4 not all tracts are heavily racially or ethnically concentrated.

In order to address historical discrepancies in access to opportunities lower-income households and people of color, the City has included Program 30.



Figure HE-21: Home Owner's Loan Corporation Redlining Grade



Source: University of Richmond, 2021.

## LAND USE AND ZONING PATTERNS

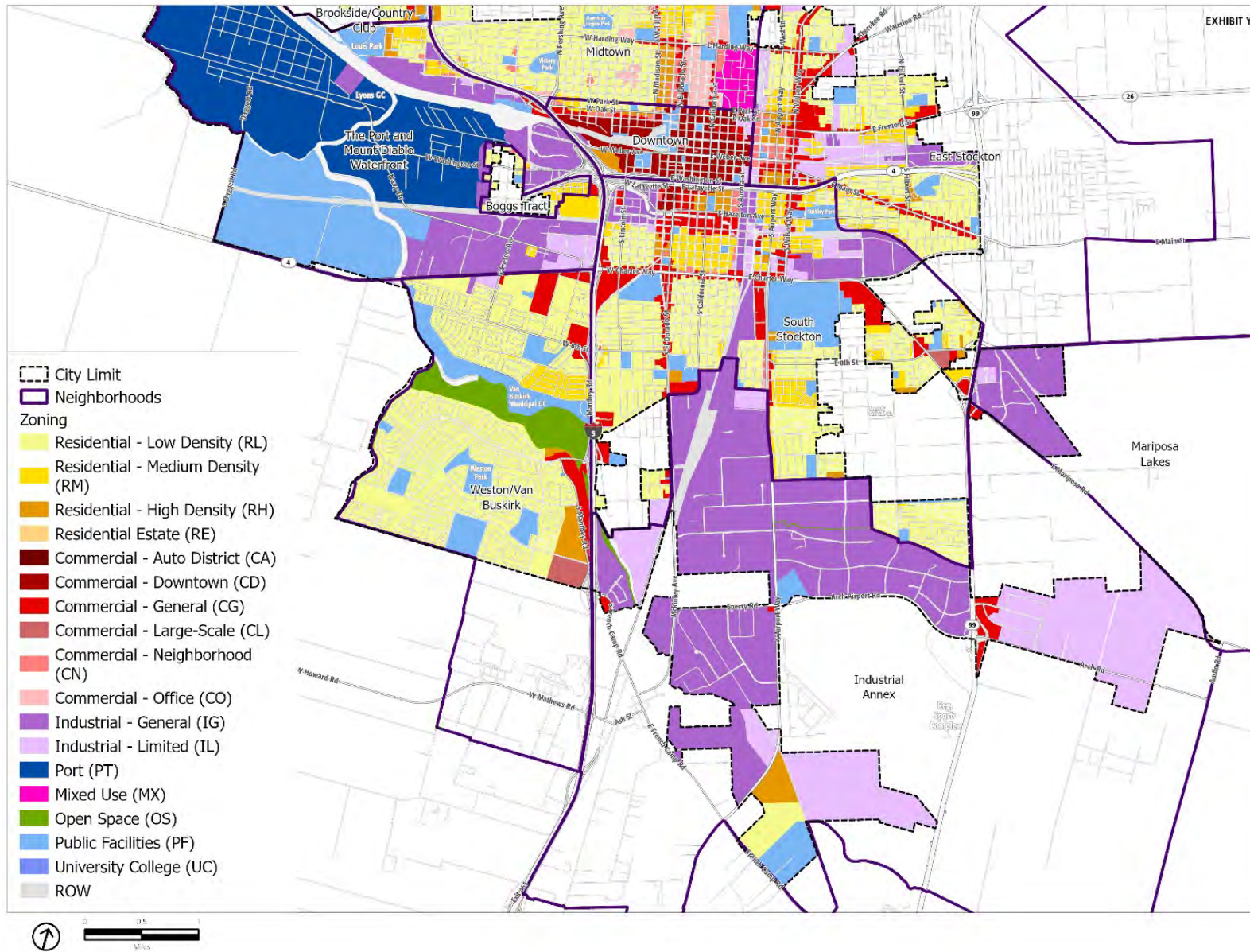
According to the 2016-2020 ACS, 73.1 percent of the housing stock in Stockton is single-family units, inclusive of single-family attached units, indicating a higher level of single-family zoning than in the city of Lodi, yet lower than in the city of Manteca and other San Joaquin County jurisdictions. However, zoning designations change over the years, and land zoned for higher density multifamily units may have been developed with lower densities (single-family or condominium). There is no direct correlation between the proportion of single family units and the percentage of land zoned for single-family residential. Duplex, triplex, and fourplex unit types make up approximately 8.1 percent of Stockton's housing units. Conversely, 17.7 percent of the housing stock consists of multifamily units in structures of five or more units, with 32.9 percent of the larger multifamily units in structures of 50 or more units. Mobile homes comprise only 1.1 percent of the housing stock, with the majority of the units in the South Stockton and East Stockton neighborhoods.

While in most communities single-family zoning can create desirable places to live, higher entry costs associated with this housing type can pose a barrier to access for low- and moderate-income households, and in turn restricting access to economic, educational, and other opportunities that are available in higher-resource communities. Stockton consists of a mix of resource designations and therefore offers varying levels of access to education, services, employment, and business resources to residents regardless of product type. As well, while almost three-quarters of the housing stock are single-family units, the split between renters and homeowners is roughly equivalent, at 50.1 and 49.9 percent, respectively, indicating that a portion of the rental housing stock is single-family units. As discussed previously, the higher resource tracts are largely concentrated in the northern part of the city. Tracts with High Segregation and Poverty designations are

clustered in Greater Downtown Stockton and correlate to the concentration of lower median household income block groups and the R/ECAPs discussed earlier. Also, most of the tracts to the south of East Harding Way are identified as either High Segregation and Poverty or Low resource. Further, while market values of homes in Stockton are generally lower than in Manteca and Lodi, and while older, smaller units may have historically provided opportunities for home ownership for lower-income households, in the current market, the average single-family home price has risen to over \$420,000. Based on data presented in the Stockton Housing Action Plan Market Conditions Report, 2022, even the average home in Stockton would likely be over most of the moderate-income households' ability to pay.

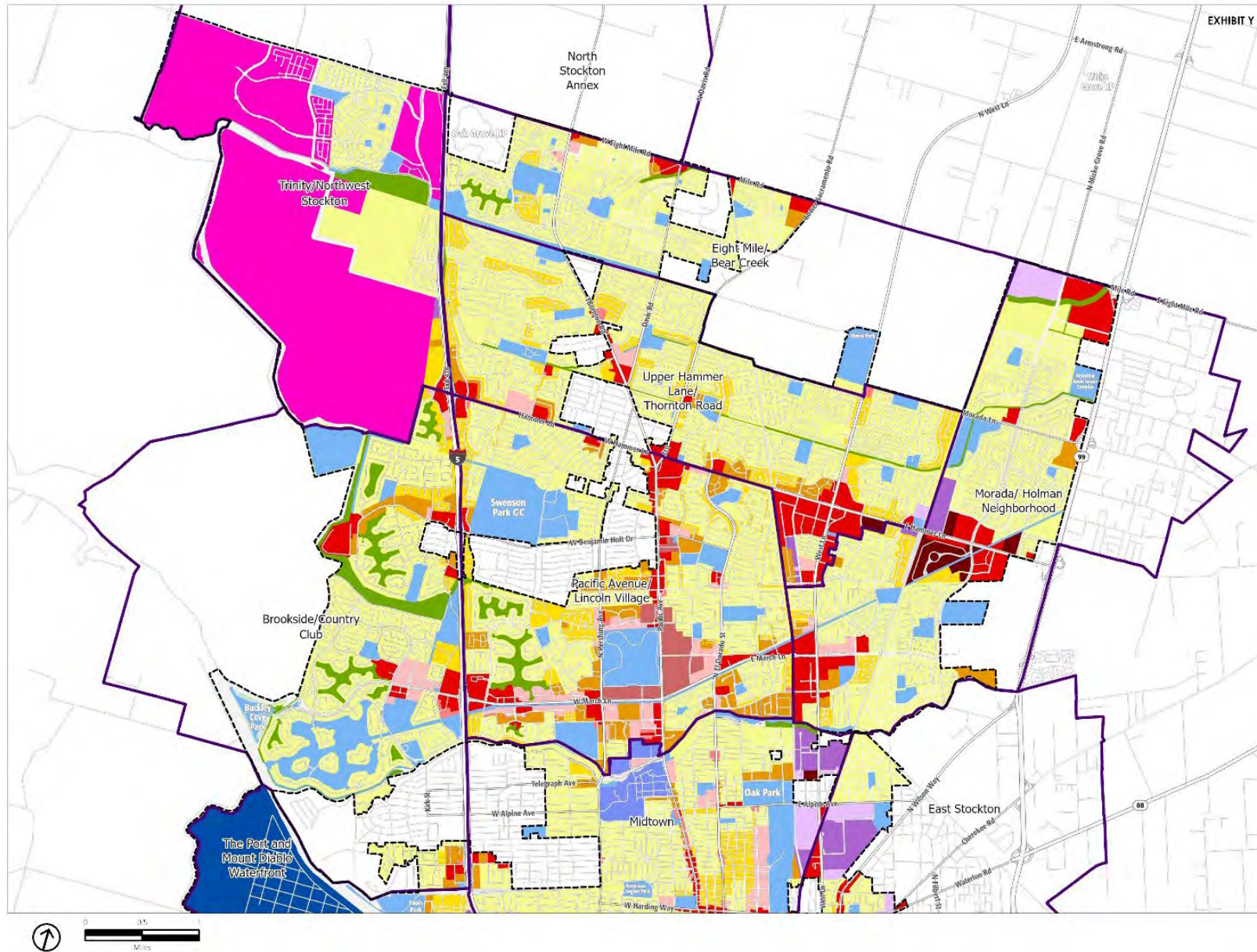
As shown on **Figure HE-22, Zoning in Stockton**, there are four base residential zones: Residential Estate (RE), Residential Low Density (RL), Residential Medium Density (RM), and Residential High Density (RH). Additionally, the Mixed-Use District (MX) is intended to apply to large properties of at least 100 acres that can accommodate a wide range of land uses. A master development plan is required for each MX zoning district to identify specific allowable land uses and development regulations. High density residential is also permitted at densities up to 136 du/ac in four of the commercial zones of the city (only in the Downtown Core area) with the intent of encouraging a mixture of high intensity uses, including high density residential. As shown on **Figure HE-22**, single family zones are predominantly in the outer and central areas of the city, with higher intensity uses along major transit corridors, adjacent to commercial nodes, in the vicinity of the three major educational campuses in the city, and Downtown.

Figure HE-22a: Zoning in Stockton (South)



Source: City of Stockton, 2023.

Figure HE-22b: Zoning in Stockton (North)



Source: City of Stockton, 2023.

Affordable housing development typically requires high-density zones to support construction; therefore, zones limited to single dwelling units on each lot do not support affordable development. In Stockton, the higher density zones permitting multifamily unit types are clustered in certain parts of the city and tend to correlate to the timeline of growth in the city and the advent of Housing Element RHNA requirements, although the zoning depicted by **Figure HE-22, Zoning in Stockton**, has been updated to reflect recent zone changes to allow multifamily in more areas of the city. North of the Calaveras River, the highest-density multifamily zones are interspersed within planned developments, master planned developments, and specific planned areas west of I-5 in the Brookside/Country Club and Trinity/Northwest neighborhoods; in the Quail Lakes Planned Development in the Pacific Avenue/Lincoln Village neighborhood; and adjacent to General Commercial uses along the major arterials in the Eight Mile/Bear Creek and Morada/Holman neighborhoods that have been more recently developed or are in planning/entitlement stages. The above-described high-density zones correspond with higher-income block groups and higher TCAC/HCD designations. In the developed Brookside Country Club and Quail Lake gated and golf course communities, the higher density enclaves were included as high-end market rate condominium and rental complexes, offering housing mobility opportunities primarily to higher-income households. However, the larger tracts identified along the developing periphery of the city will foster housing mobility opportunities for lower-income households into higher resource areas.

Additional high-density zones north of the Calaveras River are found in the central Pacific Avenue/Lincoln Village neighborhood in the vicinity of the Sherwood Mall, Weberstown Mall, and between March Lane and the Calaveras River, and along major arterials in the lower

portion of the Morada/Holman and Upper Hammer Lane/Thornton Road neighborhoods. This distribution is consistent with a pattern of multifamily housing primarily in Low and Moderate resource areas, corresponding to affordable assisted multifamily complexes, predominantly Hispanic populations, and concentrations of lower-income households. The data suggest that the multifamily housing in the more mature portions of the city north of the Calaveras River, which tend to be more affordable, is limited to areas with other factors that result in a lower quality of life.

High-density zoning is also found in the Downtown, radiating out from the Greater Downtown area into the four neighborhoods surrounding Downtown, also consistent with the pattern higher-density housing types primarily in Low and Moderate resource areas and corresponding to affordable assisted multifamily complexes, predominantly Hispanic populations, and concentrations of lower-income households in the more historically developed portions of the city. Revitalization efforts are focusing on providing mixed-income housing mobility opportunities to meet the needs of current residents at risk of displacement and foster integration of higher-income households to support the improvement of the TCAC/HCD resource designation. Sizeable tracts of vacant and recently developed high-density zoning are identified in the southern end of the Weston/Van Buskirk neighborhood as part of the Weston Ranch Planned Development, designated Low resource.

## PUBLIC AND PRIVATE INVESTMENT PATTERNS

Public and private investment typically includes construction, maintenance, and improvements to public facilities, including infrastructure, acquisition of land, and major equipment. Historically, investment by the City has been prioritized based on need and available

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funding, which has prevented disinvestment in any particular area of the city.

The City's current prioritization process for capital improvement funding includes an initial review of projects that considers fiscal consequences; health and safety effects; community economic effects; feasibility; implications of deferring the project; amount of uncertainty and risk; and environmental, aesthetic, and social effects. The following are projects the City has recently completed or is currently constructing:

- **Roadway Improvements.** To improve connectivity to public transit at the Cabral Station, Miner Avenue street improvements were completed between Center Street and Aurora Street. The project included reduction in the number of vehicle travel lanes from two lanes to one lane in each direction with buffered bicycle lanes; construction of a traffic-calming roundabout; and signal, lighting, and median landscape improvements. To reduce congestion and improve mobility and safety for vehicles, bikes, and pedestrians, the City is replacing a four-way stop at Lincoln Street and Eighth Street by constructing a roundabout and reducing traffic lanes at the intersection.
  - **Roadway Improvements: Weston Ranch Crossings.** To increase safety for pedestrians and bicyclists at nine crossing locations in Weston Ranch, improvements included combinations of flashing beacons; high-visibility crosswalks; signage; curb ramps; and other changes along the curbs, gutters, and sidewalks, depending on traffic and pedestrian needs at each crossing.
  - **Sidewalk, Curb, Median, and Gutter Repair.** To foster revitalization in the downtown and environs, the project removes and replaces concrete sidewalks, curbs, and gutters that have been damaged by tree roots at various locations citywide. To maintain safety and roadway conditions
- along major arterial roadways, the City will complete the reconstruction of the median along two major sections of Pacific Avenue between Hammer Lane and the Calaveras River Bridge.
- **ADA Upgrades.** To improve safety and accessibility throughout the city, all sidewalk and roadway circulation projects include bringing infrastructure up to ADA standards.
  - **City Hall Renovations and Relocation.** To better serve the residents of the city and consolidate the various departments currently in various buildings downtown, the New City Hall Renovations and Relocation project site is at 501 and 509 W. Weber Ave., at the northwest corner of Weber Ave. and Lincoln St. The project will renovate two 5-story buildings and includes both on- and off-site improvements. When completed, the majority of City departments currently in various buildings will relocate to the renovated buildings.
  - **Public Recreation Facilities.** To provide quality public recreation amenities to all residents, the City will complete a total renovation of 22.3-acre McKinley Park, the largest municipal park in South Stockton. To provide quality recreation and community services for all residents, the City has begun construction of the future multifunction Northeast Stockton Library and Community Center at 1461 Morada Lane next to McNair High School, at the corner of West Lane and Ronald McNair Way.
  - **Bicycle and Trails Improvements.** To broaden the city's bicycling network and encourage more to utilize nonvehicular transportation, the City is introducing the Central Stockton Road Diet Project. The plan includes placing new markings and stripes and creating Class II bike lanes on several streets in central Stockton, with the goal to provide a low-stress bicycling alternative to Harding Way. To promote safer, healthier travel options, the March Lane Bike Path project will improve the bicycle and pedestrian path, providing a

wider cross-section. Improvements will be made midblock and at intersections, with gap closures and enhanced connections to adjacent uses. To support sustainable mobility and growth and ensure the next phase of bicycle infrastructure can be funded and implemented, the City is updating its Bicycle Master Plan

- **Alexandria Culvert.** The City of Stockton is working to replace the culvert at Alexandria Place and Five Mile Slough to improve public safety and reduce potential flooding impact.
- **Safe Routes to School.** The City will continue to fund and work with the following schools: John Marshall Elementary, Taylor Elementary, Pittman Elementary, Roosevelt Elementary, McKinley Elementary, and George W. Bush Elementary to implement improvements and promote Safe Routes to School in an effort to improve access to school and safety for children and parents.

Priority for projects is based on what will result in the greatest community benefit, mitigate existing issues, and address public demand and need. The City is focusing on creating more public facilities, public safety, and recreational amenities for residents; expanding the capacity of the water, sewer, and roadway infrastructure network; and preparing for expansion of the city's development of industrial, commercial, and residential uses. There has not been any disproportionate investment or disinvestment in a particular area of the city over the past several decades. In addition, the City will continue to implement Program 4 to address future projects that address community needs. The annual CIP provides funding for new facilities to handle expanding growth and targets the central older core of the city with roadway improvements, parks improvements, and general maintenance as well as infrastructure rehabilitation throughout the city.

## LOCAL KNOWLEDGE

The City has undertaken a number of Downtown revitalization projects over the past two decades to refocus attention on its historical significance, promote higher-density opportunities, and maximize the Port of Stockton amenities, including: Robert J. Cabral Train Station, Stockton Arena and Banner Island Ballpark waterfront recreation amenities, City Centre Cinema, ACE Train Station, University Plaza Waterfront Hotel mixed-use project, Weber Point Events Center, historic Hotel Stockton restoration, and the San Joaquin County Courthouse. Strengthening the core Downtown neighborhood is envisioned as an impetus to foster revitalization and infrastructure investment throughout surrounding neighborhoods, as well as along the major transportation routes and commercial corridors. In addition, an overview of significant development projects and plans that have shaped the growth and character of the city, contributed to place-based revitalization, and fostered residential opportunities, some of which are currently on-going and are a source of sites included in the identified unit capacity to meet the RHNA, provides context for the policies and programs developed to further fair housing.

### Neighborhood Action Plans

Neighborhood Action Plans are being developed for the South Airport Way Corridor, Little Manila/Gleason Park, and Cabral/East Cabral. Planning efforts will focus on eliminating barriers to housing construction and will result in recommended actions and strategies for each of the three Neighborhood Areas.

The South Airport Way Corridor, Little Manila/Gleason Park, and Cabral/East Cabral are three catalytic areas that can benefit from additional planning efforts. There have been two planning studies for the Robert J. Cabral Station Neighborhood—A Plan for Revitalizing East Downtown Stockton, 2005 and a 2008

update. A portion of the Cabral/East Cabral Neighborhood Area is in the planning area of the San Joaquin Regional Rail Commission. This planning area encourages future transit-oriented housing to complement the expansion of rail services. A Gleason Park Neighborhood Master Revitalization Strategy was completed in 1999. The neighborhoods are in the 2040 Envision Stockton General Plan “Preferred Scenario” for corridors, where “exemplifying sites in need of investment to fuel positive change” includes “the eastern part of Downtown and South Stockton.”

In 2020, the California Strategic Growth Council awarded a \$10,834,490 Transformative Climate Communities (TCC) Grant to the City. This grant includes multiple partners and projects to reduce greenhouse gas emissions, strengthen the local economy, and improve public health for communities in the South Stockton area. Most of the Neighborhood Areas fall within the TCC project area.

All three Neighborhood Areas are in the South Stockton Promise Zone, where federal and local partners collaborate to boost economic activity, improve educational opportunities, reduce crime, and leverage private investment to improve the quality of life in these areas. The three Neighborhood Areas are also part of a Stockton Opportunity Zone, a program that offers tax-incentive programs for investment in low-income communities through a Qualified Opportunity Fund. HCD Opportunity Maps display all three Neighborhood Areas as Low resource areas. Resources can include access to adequate infrastructure, employment, and housing.

### Regional Smart Growth TOD Plan

The Regional Smart Growth TOD Plan aims to shape future growth throughout San Joaquin County to put the region on a path to environmental sustainability by promoting TOD and infill development. The City’s revitalization programs, General Plan policies and actions, and Cabral/East Cabral Neighborhood Plan facilitate objectives of this plan.

The City continues to process applications for residential subdivisions and projects throughout the city, annexing parcels at the periphery of the city that have potential for affordable housing development in commercial mixed-use and high-density residential zoning, completing Downtown improvements that foster high-density mixed-income residential projects, and promoting opportunities for affordable housing throughout the city. The total number and the share of multifamily unit permits as a proportion of total permits has increased in recent years. In 2021, over one-third of the city’s residential building permits were for units in multifamily structures, indicating a shift toward construction of smaller units in multifamily developments.

## ENFORCEMENT AND OUTREACH CAPACITY

### COMPLIANCE WITH FAIR HOUSING LAWS

Fair housing laws at the federal, state, and local level protect certain characteristics from housing discrimination. These protected characteristics include race, color, national origin, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, ancestry, veteran or military status, source of income, genetic information, familial status, and disability. Fair housing laws in practice may be tenant protections, immigration rights, and other protective laws as required by the jurisdiction. Stockton enforces and complies with fair housing laws and



regulation through a multifaceted process—regular review of City programs and impediments to fair housing choice, compliance with state and federal law, and referral of fair housing complaints to San Joaquin Fair Housing.

In addition, the City demonstrates compliance or intention to comply with fair housing laws through the following:

- The City currently allows projects to take advantage of density bonuses and incentives and concessions in compliance with Density Bonus Law (Government Code, Sections 65915 to 65918.) The City has included Program 15 to update the density bonus ordinance to be consistent with recent State law as needed.
- The City has identified a surplus of sites available to meet the County’s RHNA allocation which complies with the No-Net-Loss (Government Code Section 65863). In total, the city’s surplus unit capacity is 10,905, composed of 1,354 lower-income units, 1,858 moderate-income units, and 7,693 above moderate-income units.
- Emergency shelters are allowed in the Residential High-Density, Commercial Office, Commercial General, Commercial Downtown, and Industrial Limited districts with a Commission Use Permit. The development code does not impose any further restrictions or requirements. The City also allows emergency shelters “by right” (i.e., without a commission use permit or other discretionary approval) in the Industrial Limited (IL), Industrial General (IG), and Public Facilities (PF) districts.
- The City currently complies with state law regarding SB 35 (Government Code Section 65913.4) although it does not have a written process established for processing projects under SB 35. To further demonstrate compliance, the City has included Program 17 to establish a process that specifies the SB 35 streamlining approval process and standards for eligible

projects. The established procedure will aid in minimizing the review time required for development processes and, in turn, reduce costs to developers, which may increase housing production in the city.

- The City will continue to comply with SB 330 (Government Code Section 65589.5), relying on regulations in the law for processing preliminary applications for housing development projects, conducting no more than five hearings for housing projects that comply with objective general plan and development standards, and making a decision on a residential project within 90 days after certification of an environmental impact report or 60 days after adoption of a mitigated negative declaration or an environment impact report for an affordable housing project.

### FAIR HOUSING COMPLAINTS

As part of enforcement efforts, Stockton residents are served by multiple fair housing service providers, including San Joaquin Fair Housing Association and the Housing Authority of San Joaquin County. The Housing Authority refers tenants to the San Joaquin Fair Housing Association on their website. The San Joaquin Fair Housing Association provides housing counseling services, tenant/landlord services, conducts fair housing investigations, and operates periodic fair housing audits throughout the county. As well, they maintain an inventory of affordable housing resources developed by Visionary Home Builders, assist with financial education and navigating the homebuying process, provide rental counseling and resident services, including job search, teen center, digital literacy program, and other services for residents of Visionary Home Builders’ affordable communities.

Fair housing providers identified that concentrations of low-income and non-English speaking populations are particularly vulnerable to displacement, isolation, and

discrimination because they have more limited resources when securing housing. Fear of retaliation is a common complaint among tenants with limited resources at their disposal. The experiences reported by fair housing providers, though not isolated to Stockton residents, indicate a need for greater tenant protections; assistance with finding and securing housing; and education for landlords, property managers, and tenants regarding fair housing rights and responsibilities. The City currently contracts with San Joaquin Fair Housing Association for fair housing services and will meet with their staff to implement strategies to improve conditions for low-income, immigrant, and linguistically isolated populations. Actions will include audits of housing providers for discriminatory behavior, multilingual community workshops, and education to increase awareness of available services (Program 28).

During consultations, San Joaquin Fair Housing Association staff asserted that the lack of affordable housing is one of the greatest problems its clients face, and that the largest number of discrimination cases are related to disability. This includes failure to meet reasonable accommodation requests or unit repairs. Lower-income residents are more likely to be burdened by unhealthy or unsafe housing conditions than higher-income residents due to the shortage of affordable housing in Stockton. The City's goal of producing more affordable housing for residents with special housing needs, including people with disabilities and low-income families, will help address this need (Programs 23, 24, 25). The City will also pursue funding to provide low-income community members with financial assistance for repairs and accessibility improvements (Program 14).

HUD's Office of Fair Housing and Equal Opportunity (FHEO) reported that 106 cases were filed by residents of Stockton between January 2013 and April 2021. Several complaints alleged discrimination on multiple bases. Of

these cases, the majority of cases were closed following no-cause determinations or were withdrawn. Of the nine cases showed cause, the most common allegation was discrimination on the basis of disability (six) and race (three), with two citing familial status, one national origin, and one based on sexual orientation. The City has identified Program 28 to ensure residents and housing providers are aware of fair housing laws, rights, and requirements as well as resources available to residents should they experience discrimination. Program 28 also calls for the City to work with local and regional fair housing providers to facilitate training for housing providers to prevent discriminatory actions and behaviors.

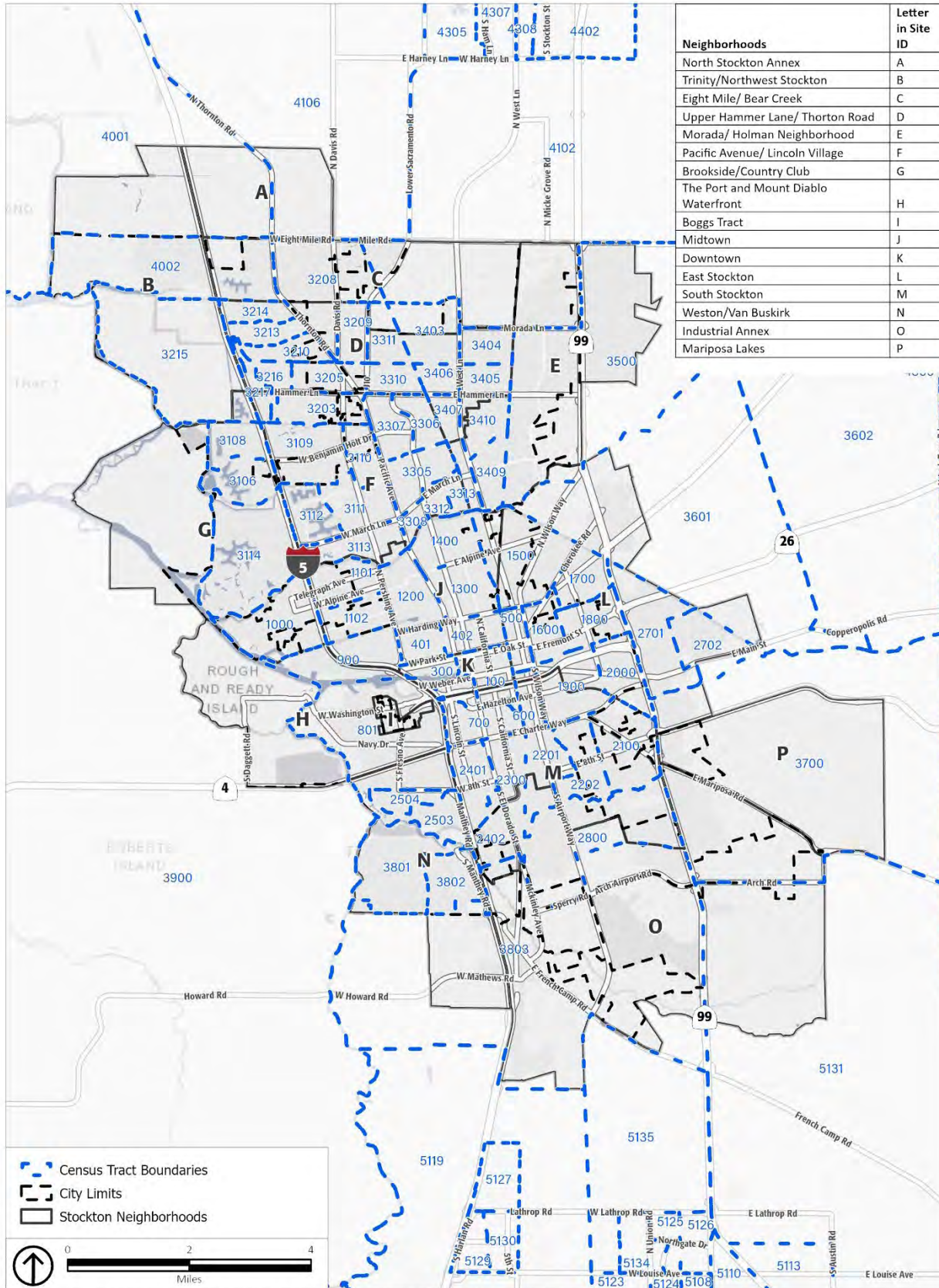
## SITES INVENTORY ANALYSIS

The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity and to fostering inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. Government Code Section 65583(c)(10)(A) added a new requirement for housing elements to analyze the location of lower-income sites in relation to areas of high opportunity. As discussed throughout this Assessment of Fair Housing, TCAC and HCD have designated a large proportion of Stockton as low resource and Areas of High Segregation and Poverty in the central and southern portions of the city. High and Highest Resource designations are found within the western, northern and eastern census tracts, as well as segments of Pacific Avenue/Lincoln Village and Midtown neighborhoods. Moderate resource tracts are centrally located, interspersed in the Upper Hammer Lane and East Thornton neighborhood, western and southern portions of the Morada Holman neighborhood, Midtown, and in the southern portion of the city, in the Weston Ranch neighborhood.

**Figure HE-23, Census Tracts in Stockton** and **Table HE-49, Distribution of RHNA Capacity by Census Tract** present the unit capacity by census tracts in the city, and the existing conditions of each tract as they relate to indicators of fair housing.

This distribution of sites has been identified based on available land that is suitably zoned for residential development. **Table HE-49** presents how the distribution of sites by income will help to combat existing fair housing issues in Stockton through facilitation of mixed-income neighborhoods, providing opportunities for additional housing opportunities in the higher resource areas, thus reducing concentrations of affluence and promoting housing mobility, and providing additional housing opportunities in areas that will reduce displacement risk resulting from overpayment and overcrowding.

Figure HE-23: Stockton Census Tracts



Source: City of Stockton, 2022; US Census Bureau, 2019; ESRI, 2022; PlaceWorks, 2023

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Table HE-49 Distribution of RHNA Capacity by Census Tract

CENSUS TRACT	EXISTING HOUSEHOLDS	RHNA CAPACITY			AFFH INDICATORS													
		LOW	MODERATE	ABOVE MODERATE	INTEGRATION AND SEGREGATION					R/ECAP STATUS	ACCESS TO OPPORTUNITY			DISPLACEMENT RISK				
					MEDIAN INCOME	POVERTY RATE	LOW- TO MODERATE-INCOME POPULATION	NON-WHITE POPULATION	DISABILITY RATE		RESOURCE DESIGNATION	JOBS PROXIMITY INDEX	CALENVIRO SCREEN PERCENTILE	OVER-CROWDING RATE	RENTER OVERPAYMENT RATE	HOMEOWNER OVERPAYMENT RATE	% RENTER HOUSE-HOLDS	
100		747	445		\$16,269	47.2%	94.0%	86.3%	31.1%	Yes	High Segregation and Poverty	96	99.9	24.8%	62.5%	100.0%	98.1%	
300		1169	302		\$19,200	37.7%	65.4%	85.6%	25.1%	Yes	High Segregation and Poverty	95	99.7	14.5%	66.2%	25.6%	91.0%	
401			5		\$55,197	12.4%	36.6%	61.1%	20.8%	no	High Resource	93	77.9	5.1%	56.9%	22.7%	58.6%	
402			110	359	\$22,584	33.9%	72.1%	77.1%	19.6%	Yes	High Segregation and Poverty	98	91.6	9.9%	66.2%	49.7%	89.0%	
500		105	173		\$24,700	35.0%	82.4%	84.8%	18.0%	Yes	High Segregation and Poverty	94	86.7	29.5%	63.1%	70.6%	74.1%	
600		155			\$27,396	29.9%	55.7%	93.8%	16.9%	yes	High Segregation and Poverty	84	94.4	14.1%	69.8%	62.5%	83.4%	
700		278	198		\$32,836	37.6%	53.2%	91.9%	25.4%	yes	High Segregation and Poverty	89	99.9	24.6%	61.8%	41.2%	62.3%	
801		268	782		\$60,160	17.4%	56.3%	96.2%	7.7%	no	Low Resource	82	99.4	11.2%	49.0%	42.9%	51.0%	
900		76			\$48,113	28.7%	55.6%	79.4%	11.4%	no	High Segregation and Poverty	58 to 73	97.3	7.0%	59.6%	28.5%	56.8%	
1000		59	92		\$52,965	16.1%	34.7%	68.1%	12.6%	no	Moderate	59 to 64	85.2	3.6%	61.8%	45.5%	47.0%	
1101			7		\$55,958	13.9%	35.6%	64.9%	22.5%	no	Low Resource	86	63.9	12.6%	47.3%	30.1%	44.2%	
1102			11		\$51,630	20.3%	55.7%	65.6%	7.4%	no	Low Resource	67	60.1	2.1%	45.3%	26.8%	50.4%	
1200			4	18	\$74,571	11.5%	55.6%	45.0%	8.6%	no	High Resource	94	29.6	3.7%	42.3%	23.6%	36.2%	
1300		182	44		\$51,507	12.0%	58.7%	72.2%	12.0%	no	High Resource	92 to 95	71	9.0%	50.8%	20.7%	48.8%	
1500			9		\$48,726	17.8%	59.3%	85.7%	13.2%	no	Moderate Resource	81 to 88	90	16.0%	55.1%	47.1%	45.0%	
1600		95	13		\$35,479	27.8%	45.3%	76.0%	18.7%	no	Low Resource	88	86.6	9.1%	61.8%	64.4%	64.6%	
1800		52	61		\$49,450	21.3%	67.1%	83.0%	15.7%	no	Low Resource	66	94	20.4%	48.6%	13.7%	59.8%	
1900		18	63		\$31,066	33.2%	61.5%	93.9%	11.2%	yes	High Segregation and Poverty	62 to 81	96.7	23.5%	73.0%	37.0%	66.7%	
2000		9	27		\$26,987	36.3%	71.3%	92.1%	16.5%	no	High Segregation and Poverty	49 to 59	97.2	16.0%	59.8%	36.0%	59.7%	
2100		341	153		\$40,544	22.7%	70.0%	97.7%	11.1%	no	Low Resource	42	87.8	11.7%	60.0%	45.8%	40.3%	
2201		71	45		\$29,020	41.1%	71.9%	97.2%	12.9%	yes	High Segregation and Poverty	53 to 56	97.1	8.6%	60.2%	35.9%	52.8%	
2202		33			\$38,141	31.5%	65.7%	97.1%	12.9%	yes	High Segregation and Poverty	50	80.8	18.8%	60.6%	48.1%	58.7%	
2300		28	50	104	\$39,423	25.5%	68.6%	96.8%	16.6%	yes	High Segregation and Poverty	53 to 71	97.2	17.7%	56.1%	44.9%	70.3%	
2401		60	76		\$41,587	31.8%	68.0%	92.1%	13.7%	yes	High Segregation and Poverty	52 to 72	96.3	18.6%	63.3%	24.9%	54.2%	
2402		141	62		\$32,317	26.2%	63.6%	95.6%	21.4%	no	Low Resource	45 to 54	97	18.0%	66.0%	26.3%	45.9%	
2503			16		\$25,179	43.5%	63.1%	90.7%	21.3%	no	High Segregation and Poverty	36	86.8	4.6%	44.0%	12.3%	71.9%	
28			78	2	\$54,082	13.5%	53.7%	91.6%	10.2%	no	Low Resource	57 to 61	88.4	16.2%	49.9%	47.3%	34.9%	
3109			10		\$66,025	9.3%	33.8%	62.8%	16.9%	no	Highest Resource	79	76.2	4.0%	55.7%	32.1%	47.0%	
311			1		\$50,893	21.8%	56.6%	64.4%	13.2%	no	High Resource	80	71.5	5.3%	54.7%	22.8%	77.0%	
3111			1		\$44,000	11.2%	46.3%	71.3%	22.8%	no	High Resource	87	72.3	1.9%	58.4%	46.1%	73.7%	

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CENSUS TRACT	EXISTING HOUSEHOLDS	RHNA CAPACITY			AFFH INDICATORS												
		LOW	MODERATE	ABOVE MODERATE	INTEGRATION AND SEGREGATION					R/ECAP STATUS	ACCESS TO OPPORTUNITY			DISPLACEMENT RISK			
					MEDIAN INCOME	POVERTY RATE	LOW- TO MODERATE-INCOME POPULATION	NON-WHITE POPULATION	DISABILITY RATE		RESOURCE DESIGNATION	JOB PROXIMITY INDEX	CALENVIRO SCREEN PERCENTILE	OVER-CROWDING RATE	RENTER OVERPAYMENT RATE	HOMEOWNER OVERPAYMENT RATE	% RENTER HOUSE-HOLDS
3113		201	35		\$36,839	26.7%	67.9%	79.9%	11.9%	no	High Segregation and Poverty	92	89.8	9.5%	64.5%	24.7%	81.5%
3114		55	10		\$105,766	3.5%	11.6%	52.9%	9.1%	no	Highest Resource	64 to 76	30.8	0.6%	56.8%	31.8%	29.9%
3203			11		\$73,628	5.9%	29.0%	45.2%	14.9%	no	High Resource	40	62.7	0.0%	70.8%	26.1%	28.3%
3205		6			\$73,700	16.1%	31.8%	61.0%	12.4%	no	Moderate Resource	16	59.3	5.4%	39.0%	19.2%	37.0%
3208		29	1	98	\$99,975	5.9%	26.5%	76.8%	10.6%	no	Highest Resource	2	49.8	5.9%	46.5%	22.2%	34.3%
321		34	92		\$78,375	6.4%	20.1%	63.1%	19.5%	no	Moderate Resource	6	44.4	1.2%	74.4%	24.3%	40.2%
3213				6	\$54,032	20.2%	38.7%	67.3%	23.3%	no	Moderate Resource	4	59.9	11.1%	51.9%	36.7%	42.4%
3215		9	77	7226	\$70,060	13.6%	28.6%	65.0%	11.3%	no	High Resource	8 to 12	48.5	2.2%	40.1%	19.9%	70.8%
3217			3		\$43,720	29.6%	63.7%	86.0%	14.2%	no	High Segregation and Poverty	10	67.4	21.2%	60.0%	22.3%	77.9%
3306			14		\$52,946	15.9%	60.8%	82.9%	11.8%	no	Low Resource	54	70.2	7.6%	49.3%	30.5%	56.5%
3307			2		\$42,939	21.1%	63.0%	77.2%	16.5%	yes	High Resource	74	73.5	5.8%	57.3%	33.4%	75.9%
3312			3		\$30,729	41.9%	85.2%	91.1%	13.2%	yes	High Segregation and Poverty	81	68.7	21.8%	60.9%	74.3%	85.3%
3403			94		\$60,592	25.4%	40.2%	86.8%	16.5%	no	Moderate Resource	7	69.4	16.2%	70.5%	29.0%	40.2%
3404		39			\$42,056	20.4%	62.5%	84.0%	15.7%	no	Moderate Resource	17	61.7	22.6%	50.1%	39.4%	50.3%
3405		10			\$54,268	21.7%	59.8%	89.6%	14.8%	no	Low Resource	32	74.6	24.4%	58.0%	41.3%	56.3%
3407		196	10	31	\$36,200	27.2%	78.7%	82.2%	14.0%	no	Moderate Resource	50 to 73	74.5	9.2%	64.8%	44.8%	69.3%
3409		92	10		\$39,527	20.6%	57.2%	86.8%	12.7%	no	High Resource	63	68.2	10.7%	66.4%	55.8%	51.1%
341		8			\$59,738	12.4%	45.7%	89.7%	11.8%	no	Moderate	50	62.5	10.9%	54.8%	45.5%	55.0%
35			151		\$93,529	8.3%	32.4%	76.4%	10.5%	no	High Resource	45	69.4	6.2%	42.8%	29.4%	26.3%
37		369	5		\$38,710	27.7%	52.9%	79.5%	19.6%	no	Low Resource	95	93.6	9.8%	43.7%	88.0%	43.2%
3801			3		\$67,094	13.5%	31.2%	90.4%	11.3%	no	Moderate	15	72.8	3.1%	46.7%	38.4%	37.7%
3802		273	193		\$74,861	9.7%	28.0%	87.9%	12.3%	no	Low Resource	22 to 26	94.4	3.8%	54.3%	44.4%	43.1%
3803		34	20		\$53,250	11.2%	44.7%	82.3%	11.6%	no	Low Resource	83	99.2	13.2%	64.0%	41.9%	50.2%
4002		216		3881	\$101,319	4.8%	22.8%	60.4%	8.2%	no	Highest Resource	13	45.4	4.2%	38.5%	33.6%	31.7%
4102		32		2035	\$91,364	8.1%	26.0%	77.2%	10.7%	no	Highest Resource	16	71.8	5.4%	28.3%	34.2%	19.9%
5131		18			\$69,864	22.9%	36.1%	56.7%	19.3%	no	Low Resource	64	93.5	12.4%	30.9%	38.2%	37.8%

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The City of Stockton includes 174 census tracts. Of these tracts, 56 include viable and available land for residential development that have unit capacity identified to meet and exceed the RHNA. While sites within 26 of the tracts included in Table HE-X are distributed within only one income category; 22 tracts include both lower- and moderate-income unit capacity; 2 include a mix of moderate- and above moderate-income units, 2 include a mix of lower- and above moderate-income unit capacity; and 4 identify a mix of all affordability levels (tracts 2300, 3407, 3215, and 3208). The identified unit capacity in all tracts are anticipated to be incorporated into neighborhoods with existing infrastructure and capacity to support development.

The largest proportion of the unit capacity is identified in tract 3215 in the Trinity/Northwest neighborhood of the city, including 32.2 percent of total unit capacity, comprised of 56.1 percent of the above moderate-income units within the Sanctuary and Delta Cove pipeline projects and 1.9 percent of the moderate-income units within the Delta Cove pipeline project. A few lower-income units have been identified outside of the pipeline projects in the vicinity of the Hammer Road interchange with I-5; although this comprises less than one percent of lower-income unit capacity it does provide a housing mobility opportunity in a Highest Resource area. This tract has a current median income at \$70,060, a poverty rate of 13.6 percent which is roughly equivalent to the citywide average, and although the majority of the site is vacant, 70.8 percent of current residents are renters, of which 40.1 percent are cost burdened. This tract has a non-White population of 65.0 percent, below the citywide average, with almost equivalent proportions of White non-Hispanic, Asian and Hispanic residents. The introduction of predominantly above moderate-income units into this high resource area of the city will provide housing mobility opportunities for existing and future residents and facilitate a more mixed-income

neighborhood, as well as provide additional housing opportunities for moderate-income households, all having access to commercial and service uses and for commuters, direct access to I-5.

Two additional tracts along the northern perimeter of the city include a sizeable distribution (27.1 percent) of the total unit capacity. Tract 4002 in Trinity/Northwest Stockton identifies 18.0 percent of the total units, including 28.1 percent of total above moderate-income unit capacity within the Crystal Bay (9.3 percent), Westlake at Spanos Park (18.1 percent), and Trinity Parkway Apartments (0.7 percent) pipeline projects and 5.4 percent of moderate-income unit capacity within the above three pipeline projects, supporting an income-integrated neighborhood. Tract 4102 is encompassed within the Eight Mile/Bear Creek and Morada/Holman neighborhoods east of I-5 at the northern edge of the city, containing 9.1 percent of the total unit capacity within the Tra Vigne, Cannery Row, and Elderberry residential pipeline projects, accounting for 14.8 percent of above moderate-income unit capacity, and 0.8 percent of moderate-income unit capacity. Both tracts are designated as highest resource, with high incomes, low rates of poverty, and non-White populations below the city average. These tracts are primarily developed with single-family units, with renter rates between 31.7 and 19.9 percent, and rates of cost burdened renters and homeowners between 20.0 and 40.0 percent. Similar to tract 3215, the introduction of predominantly above moderate-income units into this high resource area of the city will provide housing mobility opportunities for existing and future higher-income residents, as well as provide additional housing opportunities for moderate-income households, with access for commuters via I-5 and SR 99. Although there is no lower-income unit capacity identified within these three tracts contributing 59.3 percent of the total unit capacity, the City is determining the potential

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for requiring affordable units as part of future development agreements when initiating discussions with applicant.

Approximately 16.3 percent of the units are distributed between two adjacent tracts in the Downtown/South Stockton neighborhoods (tract 100 with 5.2 percent of total units, and tract 300 with 6.4 percent of total units) and tract 801 (4.6 percent of total units) located in the Port and Mt. Diablo Waterfront/Boggs neighborhood. The largest quantity of lower-income unit capacity (23.1 percent) is identified in tract 300, co-located with 7.5 percent of the moderate-income unit capacity. Another 14.9 percent of the lower-income unit capacity is identified in tract 100, co-located with 11.1 percent of moderate-income unit capacity, including three lower-income pipeline projects (Grand View Village, Hunter House Apartments, and La Passeggiata Affordable Housing) contributing 5.8 percent of the lower-income unit capacity in the tract. The Cabral Station Neighborhood Plan and the Little Manila/Gleason Park Neighborhood Plan areas are encompassed within tract 100, which is a contributing factor for the extent of unit capacity identified in this tract, and many of the identified sites correspond to the plans' designations of priority sites, focus sites, and opportunity sites. Both tracts are considered R/ECAPS in a High Segregation and Poverty resource designation; have the lowest incomes in the city; an average 40.0 percent rate of poverty; a high concentration of populations of color; over 91.0 percent renter households of which over 62.5 percent are cost burdened; the highest disability rate in the city; and between 14.5 and 24.8 percent of households are overcrowded. As well, the tracts are within the CalEnviroScreen 99th percentile, considered a disadvantaged community based on environmental, pollution burden, and socioeconomic conditions. The City aims to reduce displacement risk and homelessness for households with these additional housing opportunity sites targeting lower-income

households, and the integration of 18.6 percent of moderate-income unit capacity will aid in creating a more mixed-income neighborhood to reduce the concentration of households in poverty while providing housing mobility opportunities with access to transit and employment resources.

The highest proportion of moderate-income housing mobility opportunities (19.4 percent) are found in tract 801 in the Port and Mt. Diablo Waterfront/Boggs and upper Weston Ranch/Van Buskirk neighborhoods west/southwest of Downtown, which has a prevalence of industrial and warehouse/distribution facilities, and scattered residential areas, yet available vacant land resources, and transportation mobility access on I-5, Route 4, and East Charter Way. While the population in this tract is heavily non-White at 96.2 percent, the median income is \$60,160 with a 17.4 percent poverty rate, the renter to homeowner ratio is equal, with the rate of cost burdened households between 42.9 percent for homeowner and 49.0 percent for renters, and an overcrowding rate of 11.2 percent of households. The largest moderate-income unit capacity is identified on two sites (13.7 percent of total moderate-income unit capacity) within the Port and Mount Diablo Waterfront neighborhood, representing 52.6 percent of the total unit capacity within the tract, and 70.6 percent of total moderate-income unit capacity in the tract. The remainder of the moderate-income unit capacity within the tract is identified in the northwest corner of the Weston/Van Buskirk neighborhood along the West Charter Way corridor, and co-located with lower-income sites (comprising 5.3 percent of lower-income unit potential) within the northeast corner of the Weston Ranch/Van Buskirk neighborhood to foster additional lower-income housing mobility opportunities outside of a high segregation and poverty designation, and further the reduction of concentrated poverty in the Downtown neighborhood. While the CalEnviroScreen percentile score is high,



likely due to the port and industrial uses in the area, proximity to employment opportunities which may correlate with education and skill sets of the population is a positive factor in this neighborhood.

Additional lower-income unit capacity (10.7 percent) is distributed in the greater Downtown/South and East Stockton neighborhoods in tracts 500, 600, and 700, with 9.2 percent of moderate-income unit capacity distributed within tracts 500 and 700. These tracts are designated High Segregation and Poverty and are also considered a R/ECAP, with low median incomes, high rates of poverty and concentrations of populations of color. These tracts are comprised predominantly of renter households, of which over 60.0 percent are cost burdened, and homeowners are also cost burdened, with between 41.2 to 70.6 percent overpaying for housing; reflected in high rates of overcrowding. Although the job proximity index is high, similar to the other tracts in the Downtown neighborhood, these tracts are considered a CalEnviroScreen disadvantaged community, and the risk of displacement for many residents is high. While these tracts include affordable housing stock, the high rates of overpayment suggest a shortage of affordable rental resources. The inclusion of lower-income capacity will expand the housing stock to help to reduce existing overpayment and overcrowding conditions contributing toward risk of displacement, and the inclusion of moderate-income units in tracts 500 and 700 will aid in creating a more mixed-income neighborhood to reduce the concentration of lower-income households, foster place-based revitalization and stimulate improvement of economic outcome and educational attainment performance.

In the Midtown neighborhood, there are five tracts (401, 402, 900, 1200, and 1300), that include 3.5 percent of the units, with potential for 5.1 percent of low-income unit capacity, 4.1 percent of moderate-income unit capacity,

and 2.7 percent of above moderate-income unit capacity, including University Park and Harding Apartments pipeline projects, and two lower-income sites in the vicinity of California Street and the San Joaquin Catholic Cemeteries. Tracts 401, and 402 adjacent to Downtown, as well as tract 900 west of Pershing Avenue (and bisected by I-5) are designated high segregation and poverty, with tracts 1200 and 1300 designated high resource. While tract 402 reflects conditions more aligned with the adjacent Downtown, with a median income of \$22,584, a poverty rate of 33.9 percent, is considered a R/ECAP, and comprised almost entirely of renter households, of which 66.0 percent are cost burdened; the other tracts have moderate-incomes and lower poverty rates, and a more equal tenure distribution, although over 40.0 percent of renter households are cost burdened in all tracts. The inclusion of University Park pipeline project in Tract 402, with a mix of 2.7 percent of moderate-income unit capacity, and 2.6 percent of above moderate-income unit capacity will aid in creating a more mixed-income neighborhood to reduce the concentration of lower-income households in the tract and provide housing mobility opportunities for moderate- and above moderate-income households. As well, sites in tract 1300 with unit capacity for lower-income households fosters housing mobility and mixed-income opportunities in higher resource areas, and unit capacity in both tracts 900 and 1300 contribute toward providing additional housing stock toward de-concentration of lower-income households in the Downtown.

Outside of the greater Downtown, 26.8 percent of lower-income unit capacity and 16.2 percent of moderate-income unit capacity is identified in the South Stockton, East Stockton, and Industrial Annex neighborhoods. These neighborhoods generally have low median incomes, high rates of poverty, a proportion of renter households above 40.0 percent, non-White populations comprising over 90.0 percent of the residents and similar socioeconomic

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conditions associated with other tracts in the city designated High Segregation and Poverty as well as those considered R/ECAPs. However, tracts 3803 and 5131 in southern portion of the Industrial Annex neighborhood have a Low Resource designation, median incomes in the moderate range, lower renter to homeowner ratios, and lower rates of cost burdened households, although residential development is more rural in nature and scattered in clusters among industrial uses and undeveloped land. The majority of development potential is identified in adjacent tracts 2100 and 2201 in South Stockton along the major South Airport Way and East Charter Way corridors, with 2.7 percent of the total units, including 7.6 percent of the lower-income unit capacity and 4.9 percent of moderate-income unit capacity. The inclusion of the Mobile Homes on El Dorado pipeline project in tract 2300 introduces above-moderate-income units in a mixed-income project into the neighborhood to foster income integration. The inclusion of lower-income units here provide lower-income housing mobility opportunities and will help to reduce existing overpayment rates (which are more moderate compared to the greater Downtown), and concentration of poverty in the greater Downtown, therefore reducing displacement risk, and the inclusion of moderate- and limited above moderate-income units will advance housing mobility and income-integration with access to industrial employment centers and the airport.

Remaining site capacity (5.8 percent of units) is identified in the tracts north of the Calaveras River, including 13.3 percent of lower-income unit capacity, and 10.9 percent of moderate-income unit capacity. Lower-income unit capacity is generally identified on sites along the West Lane, West March Lane, and Thornton Road corridors to maximize access to commercial, services, medical and public transit resources. The northern central neighborhoods are characterized by low to moderate median incomes, although tracts

3500, 3114 and 3208 have incomes in the above moderate-income category in the eastern Morada/Holman and western Upper Hammer Lane/Thornton Road neighborhoods. Site potential for larger lower-income projects is identified in tract 3407 in the Upper Hammer Lane/Thornton Road neighborhood, providing 3.9 percent of the total lower-income unit capacity (29.3 percent of the lower-income unit capacity within the northern central neighborhoods), with the potential sites co-located with moderate- and above moderate-income unit capacity for income integrated development. An additional 1.8 percent of the lower-income unit capacity is identified within tract 3409 in the lower Morada/Holman neighborhood and 1.1 percent in tract 3114 along March Lane, co-located with moderate-income units to facilitate income integration and provide housing mobility opportunities in a higher-income and higher resource neighborhood. Another node of mixed lower- and moderate-income unit capacity (.6 percent of lower-income and 2.3 percent of moderate-income unit capacity) is identified in tract 3210 at the junction of Thornton and Davis Roads.

Within the Upper Hammer Lane/Thornton Road neighborhood, a mix of unit potential at all income levels has been identified in tract 3208 in a highest resource neighborhood which fosters income integration housing mobility opportunities at all income levels. Tract 3208 has one of the highest median incomes and lowest poverty rates in the city, a primarily homeowner tenure, and moderate rates of renters experiencing a cost burden in comparison to the city average. Although less than one percent of the lower-income unit capacity is identified in this tract, it does provide housing mobility opportunities in a higher resource area while contributing towards a reduction in the concentration of lower-income households and displacement risk in other areas of the city. Similarly, 1.1 percent of the lower-income unit capacity, co-sited with less than 1 percent of

moderate-income unit capacity, is identified in tract 3114 in the Brookside/Country Club neighborhood, providing income integration and housing mobility opportunities in a Highest Resource area.

Overall, in those tracts with moderate and above median incomes, the identification of lower-income unit capacity provides housing mobility opportunities for lower-income households which may have higher environmental, educational outcome or economic outcome rankings, while helping to reduce concentrations of poverty and lower-income populations in more socioeconomically impacted areas of the city. Conversely, the inclusion of moderate- and above moderate-income sites in lower performing tracts is to facilitate income-integration and combat patterns of concentrated poverty.

The city will encourage higher density and affordable housing development in areas with higher incomes and access to resources by promoting the use of density bonus for affordable housing in higher-income and resource areas, and targeting the construction of ADUs in higher-income single-family neighborhoods including Brookside/Country Club, Weston Ranch, Eight Mile/Bear Creek, Midtown around the University of the Pacific (between I-5 and Pacific Avenue's "Miracle Mile"), western Upper Hammer Lane/Thornton Rd, and eastern Morada/Holman to promote access to resources and mobility opportunities for lower-income households, prioritizing new infill and development of vacant land opportunities in higher-income neighborhoods. As well, the City will determine the potential for requiring affordable units in development agreements when initiating discussions with applicant to facilitate mixed-income neighborhoods and provide lower-income households increased access to more positive educational, economic and environmental health outcomes in newly developing areas.

To confirm whether the sites identified in the Housing Element inventory will affirmatively further fair housing, the City examined the TCAC/HCD opportunity area map as well as specific geographic patterns of resources. While the City of Stockton includes a range of resource designations by TCAC and HCD with fairly distinct distribution patterns, additional indicators are evaluated to determine whether the sites inventory affirmatively furthers fair housing.

**Figures HE-24 through HE-35** compare the total unit capacity to citywide indicators of fair housing for a comprehensive comparison of how the sites inventory will influence existing patterns. For the purpose of this analysis, "vacant" refers to sites that are currently undeveloped without plans for development and "pipeline projects" are projects that are entitled or pending where proposed number of units and proposed affordability of units are known.

## POTENTIAL EFFECT ON PATTERNS OF INTEGRATION AND SEGREGATION

Capacity for 22,812 units, including 5,025 lower-income, 4,022 moderate-income, and 13,765 above-moderate income units, has been identified to meet the City's RHNA. The majority of above moderate-income capacity (99.1 percent) is within approved pipeline project sites, some of which are final phases of larger developments.

As shown on **Figures M1 through M28 in Appendix A, and Table HE-49, Distribution of RHNA Capacity by Census Tract**, sites identified to accommodate the lower-income RHNA are primarily located in the Downtown and southern portion of the city where prior analysis has indicated the risk of displacement is highest for residents that currently may face a shortage of

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affordable options. Approximately 28.3 percent of the lower-income units are identified within the South Stockton neighborhood; and 26.6 percent in the Downtown. As well, 10.9 percent of the lower-income units are identified in the Weston/Van Buskirk and 8.4 percent in the Industrial Annex neighborhoods, with an additional 5.4 percent within the East Stockton neighborhood. Sites have also been identified in block groups with the Morada/Holman, Pacific Ave/Lincoln Village, Upper Hammer Lane/Thornton Road and Midtown neighborhoods where displacement risk of lower-income households and persons in poverty has been identified and to provide housing mobility opportunities.

Sites with capacity for 4,022 moderate-income units are mainly located in the central and southern portions of the city, including 24.3 percent of the unit capacity in South Stockton; 15.6 percent in the Port and Mt. Diablo Waterfront neighborhood; 13.5 percent within the Downtown; 10.8 percent in East Stockton; and 10.3 percent in the Weston/Van Buskirk neighborhood. The remainder is spread throughout the city with 7.3 percent of moderate-income units in the Trinity/Northwest neighborhood, 4.5 percent in Midtown, and 4.1 percent in the Morada/Holman neighborhood.

Sites with capacity for 13,765 above moderate-income sites are identified almost exclusively within entitled pipeline projects, the majority of which are located within the Trinity/Northwest neighborhood. Approximately 80.6 percent of above moderate-income unit capacity is identified in pipeline projects as discussed in Chapter 4 within the Trinity/Northwest section of the city (see **Figures M1** through **M28** in **Appendix A**); 10.9 percent in the Tra Vigne development in the Eight Mile/Bear Creek neighborhood, and 3.6 percent within the Cannery Park and Elderberry pipeline projects in the Morada/Holman neighborhood. Above moderate-income RHNA sites are also identified

in Midtown, South Stockton and Upper Hammer Lane neighborhoods.

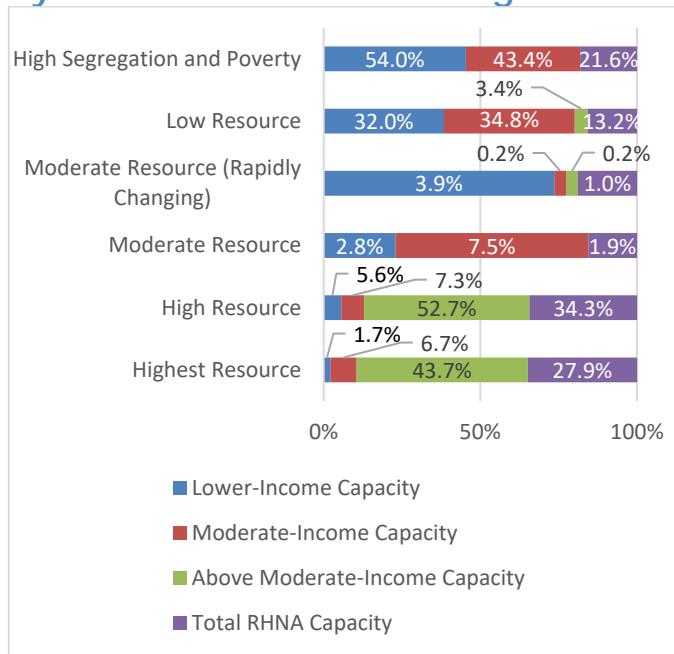
The sites to meet the RHNA identify development opportunities on vacant land. As shown on **Figure HE-24, Percent Unit Capacity by TCAC/HCD Resource Designation**, 21.6 percent of total unit capacity is located within an Area of High Segregation and Poverty, 12.3 percent is within low resource areas, and 62.2 percent of unit capacity is identified within the high and highest resource designations, largely along the west side of the city. A small portion of site capacity is identified in moderate and rapidly changing moderate resource designations.

The majority of the lower-income unit capacity is identified in High Segregation and Poverty (54.0 percent) and low resource (32.0 percent) areas, with the largest distribution in the Downtown, South and East Stockton, Industrial Annex, the northern portion of Weston/Van Buskirk and in the Morada/Holman neighborhood in the Akers area around the intersection of West and Hammer Lanes, which will assist in meeting the existing needs of lower-income households in securing affordable housing. An additional 7.3 percent of lower-income unit capacity is identified in high/highest resource Brookside and Midtown neighborhoods, and 6.7 percent in moderate resource areas, which facilitates housing mobility opportunities, including in the Morada/Holman, and Upper Hammer/Thornton Rd. neighborhoods.

As discussed previously, the majority of above moderate-income sites are approved projects, with 96.4 percent in high/highest resource areas, and 3.4 percent in low resource designations in Midtown and scattered sites in the central section of the city facilitating income-integration. The highest proportion of units identified within the moderate resource designation are moderate-income (7.5 percent of moderate-income unit capacity) which

facilitates housing mobility opportunities, although limited, with 43.4 percent of moderate-income unit capacity within Areas of High Segregation and Poverty and 34.8 percent within low resource designated areas, thus facilitating income-integration. Otherwise, all sites with the exception of those discussed previously are located within a low resource designation.

**Figure HE-24: Percent Unit Capacity by TCAC/HCD Resource Designation**



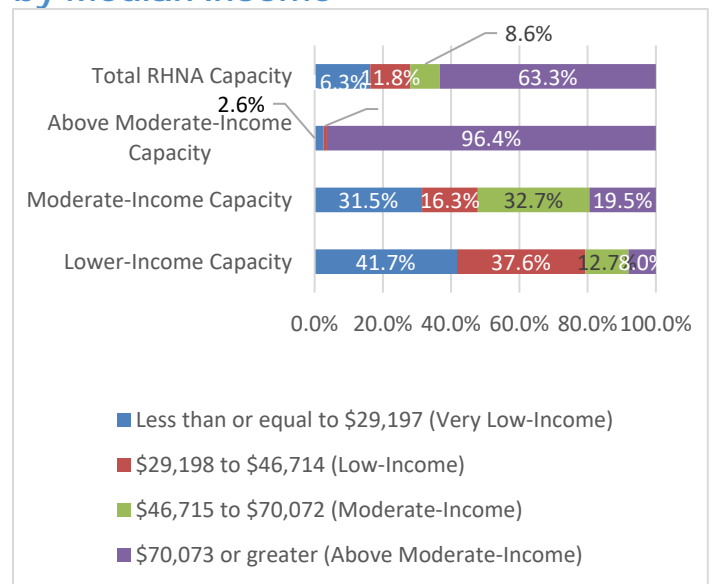
Source: City of Stockton and ACS 2016-2020

## INCOME

As shown in **Figure HE-25, Percent Unit Capacity by Median Income**, the City has identified capacity for 16.3 percent of the units in the Sites Inventory in areas that have very low median incomes below \$29,147 based on the 2020 San Joaquin County median income, and 11.8 percent in tracts with low median-income households (between \$29,198 and \$46,714) corresponding to higher rates of overcrowding and overpayment. In contrast, 63.3 percent of unit capacity is identified in Stockton’s highest-income block groups around the west, north and eastern perimeter of the city, in the vicinity of University of the Pacific in Midtown, and block

groups in the Upper Hammer Lane/Thornton Rd. neighborhood. An additional 8.6 percent of the city’s unit capacity is identified within moderate-income areas (see **Figure 3-8, Local Median Income**). While approximately 79.3 percent of the lower-income capacity has been identified on sites with lower median incomes, these sites aim to reduce displacement risk for residents in these areas that currently may face a shortage of affordable options. Approximately 3.6 percent of the above moderate-income, and 47.8 percent of moderate-income unit capacity are also identified in lower-income neighborhoods. The distribution of these sites accommodating higher-income units will help facilitate mixed-income communities without concentrating lower-income units in lower-income areas.

**Figure HE-25: Percent Unit Capacity by Median Income**



Source: City of Stockton and ACS 2016-2020

Block groups that correlate to moderate-incomes are primarily found in clusters throughout the central portions of the city. To help reduce income segregation spurred by the siting of a greater proportion of affordable multifamily developments between West Lane and Pacific Avenue, and along West Lane, 12.7 percent of lower-income unit capacity and 32.7

percent of moderate-income unit capacity have been identified for sites within moderate-income areas of the city; 19.5 percent of moderate and 8.0 percent of lower-income unit capacity is identified in higher income neighborhoods. These increased housing mobility opportunities may alleviate pressure on the existing lower-income housing stock in the central Pacific Avenue/Lincoln Village, Upper Hammer Lane/Thornton Rd., Morada/Holman, northern Midtown and portions of Eight Mile/Bear Creek neighborhoods that has resulted in renter overpayment and increasing home ownership prices, serves as a mechanism for achieving income integration and increased access to higher resource opportunities, and fosters de-concentration of lower-income households in the Downtown and southern portions of the city, as well as the two identified R/ECAPS in the central portion of the city.

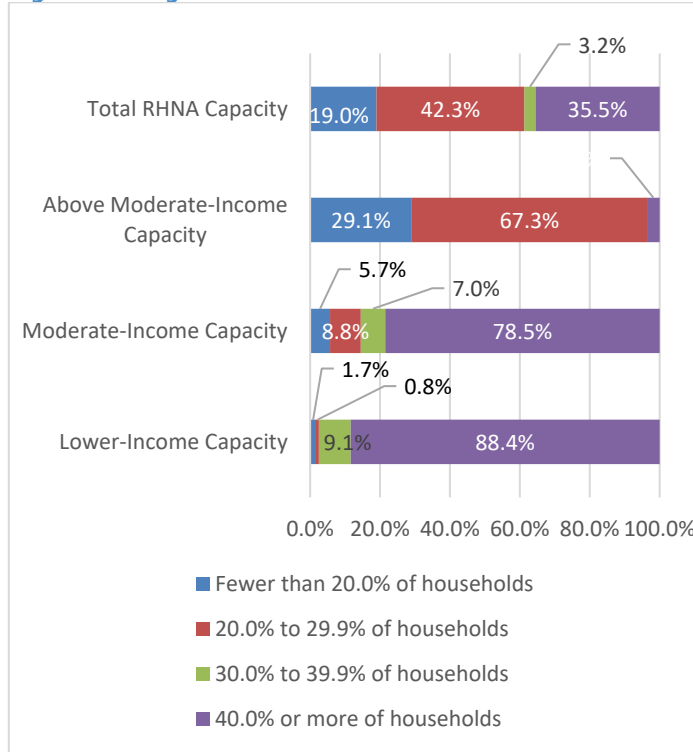
Almost all of the above moderate-income unit capacity is associated with sites in the higher-income sections of the city, predominantly in newly developing neighborhoods in the Trinity/Northwest and Eight Mile/Bear Creek neighborhoods, providing housing mobility opportunities for existing and future residents.

In Stockton, 13.7 percent of households make less than 30.0 percent of area median income, which is considered extremely low-income. Conversely, rates of poverty are below 10.0 percent in the eastern, northern and western portions of the city as well as a cluster of centrally located neighborhoods east of I-5 in the Pacific Avenue/Lincoln Village neighborhood. Low rates of poverty in these localities may indicate that high costs of housing are a barrier to access for lower-income households seeking housing, forcing these households to seek housing in more affordable areas. Higher rates are found in the central and southern neighborhoods that coincide with the city's lower-income block groups and HUD identified R/ECAPS (Figure HE-3, Local Poverty Rates and Figure HE-5, R/ECAPS in Stockton),

where housing typology and the presence of distribution, shipping and industrial uses likely accounts for more housing affordability and higher rates of poverty in these areas. These areas have historically been used as ship and rail yard worker housing, include the historical Chinatown community, and several tracts were redlined areas, with patterns of low incomes persisting in these areas.

As shown by **Figure HE-26, Percent Unit Capacity by Poverty Rate**, 19.0 percent of the total unit capacity has been identified on sites where rates of poverty are below 20.0 percent, and 42.3 percent of unit capacity is identified in neighborhoods with a poverty rate between 20.0 and 29.9 percent of households. A small portion of the unit capacity falls in residential neighborhoods within 30.0 to 39.9 percent poverty rate tracts, and the remaining 35.5 percent are identified in the tracts with the highest poverty rate correlating to the TCAC/HCD Areas of High Segregation and Poverty and R/ECAPS with rates of poverty over 40.0 percent.

Figure HE-26, Percent Unit Capacity by Poverty Rate



Source: City of Stockton and ACS 2016-2020

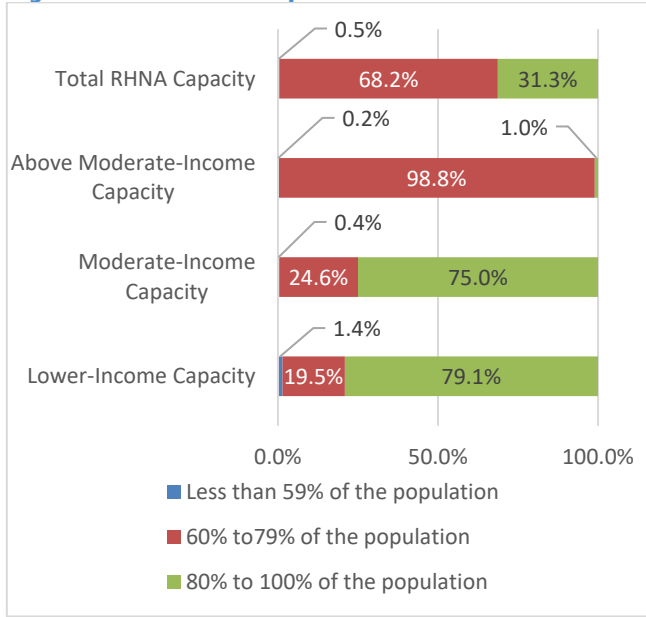
The inclusion of 3.6 percent of above moderate-income and 78.5 percent of moderate-income unit capacity in the higher poverty rate block groups encompassed within and in-between the Areas of High Segregation helps integrate higher-income households into these areas where a concentration of lower-income households and populations of color currently exists. This will promote income integration in these communities where many existing affordable multifamily complexes have contributed to the concentration of lower-income households. The inclusion of 88.4 percent of lower-income unit capacity within these high poverty rate neighborhoods will help facilitate housing mobility opportunities and reduce displacement risk for lower-income households residing in these neighborhoods, with access to commercial, services and amenities in the Downtown, whereas sites for lower-income households within the lower poverty rate portions of the city (11.6 percent) contribute to the reduction of concentration of

affordable housing and correlation of these resources with high poverty rates.

## RACE AND ETHNICITY

As discussed previously, Stockton is one of the more diverse cities in San Joaquin County, with non-White residents comprising 80.6 percent of the city’s population. White residents comprise majorities in the Brookside/Country Club and Trinity/Northwest neighborhoods west of I-5, and census tracts within Eight Mile/Bear Creek, western Upper Hammer Lane/Thornton Rd., western Pacific Avenue/Lincoln Village and tracts including University of the Pacific in the midtown neighborhood; many of which include planned golf course and lakeside communities which generally correspond with low poverty rates and moderate to higher-income households. The city’s lowest income and heavily non-White communities are found in the northeast and eastern sections of the city (**Figure HE-4, Local Racial Demographics**), along March Lane, and neighborhoods south of, and including, Downtown, many of which tend to be found closer to non-residential uses. While neighborhoods in the southern portion of the city tend to be predominantly Hispanic or Latinx, neighborhoods in the northeastern sections of the city are predominantly Asian communities, and those in the central portion of the city along March Lane between West Lane and Pacific Avenue tend to be a heavily non-White diverse mix of race and ethnicity. Additional lower- and moderate-income units in the city will improve access to housing in the city for residents who would otherwise be priced out of the housing market or experience a cost-burden and overcrowding conditions that has historically included communities of color.

**Figure HE-27: Percent Unit Capacity by Non-White Population**



Source: City of Stockton and ACS 2016-2020

As shown in **Figure HE-27, Percent Unit Capacity by Non-White Population**, 68.2 percent of the unit capacity is within tracts with a non-White population between 60.0 and 80.0 percent, primarily in the northwestern and northeastern corners of the city, and one tract in Midtown. The remaining 31.3 percent of unit capacity falls in areas with a non-White population above 80.0 percent, primarily in the Port and Mount Diablo Waterfront, and southern and eastern portions of the city. The remaining sites are identified within the 0.5 percent of the city with a non-White population below 60.0 percent in the Brookside neighborhood.

## DISABILITY

As shown on Figure HE-9, Percentage of the Population With a Disability, approximately 13.6 percent of Stockton’s population lives with one or more types of disabilities, with rates reaching between 25.4 to 31.1 percent in the Downtown correlating to a concentration of affordable housing complexes and the TCAC/HCD High Segregation and Poverty designation as well as R/ECAP status; and between 20.0 to 30.0 percent in scattered tracts in the Midtown,

Pacific Avenue/Lincoln Village, and Weston/Van Buskirk neighborhoods. ACS data indicates that a higher proportion of residents who are living with a disability are residing in lower-income areas correlating with the location of affordable housing stock; in older neighborhoods where residents may be aging in place; or in proximity to major medical facilities, as is the case in residential areas adjacent to University of the Pacific in Midtown where the Stockton Regional Rehabilitation Hospital, St. Josephs Medical Center, and other medical facilities are concentrated, as well as two large deed restricted multifamily complexes.

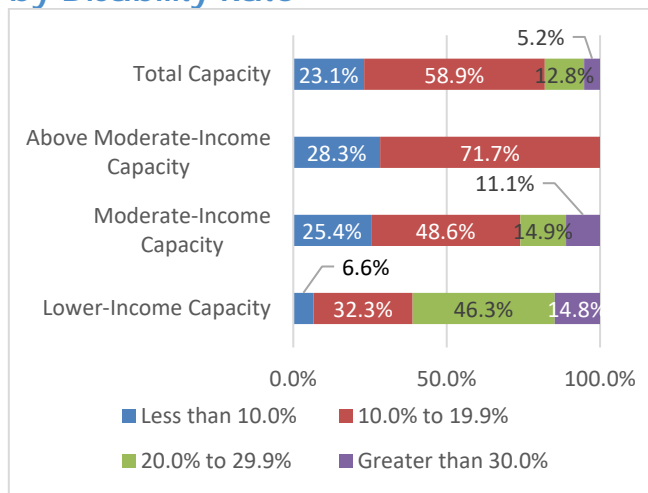
As shown on **Figure HE-28, Percent Unit Capacity by Disability Rate**, the City has identified a capacity for 23.1 percent of potential units to meet the RHNA in census tracts with less than 10.0 percent disability rate, primarily in the Brookside/Country Club, Trinity/Northwest and Mount Diablo/Waterfront neighborhoods, with 28.3 percent of above moderate-income, 25.4 percent of moderate-income, and 6.6 percent of lower-income unit capacity identified in these tracts which generally correspond to moderate to higher median incomes and lower poverty rates. This distribution will improve accessibility for individuals with disabilities at all income levels within new housing opportunities that are required to comply with current development standards and Americans Disabilities Act (ADA) standards.

Approximately 58.9 percent of the unit capacity is identified on sites within tracts with 10.0 to 19.9 percent of the population experiencing disabilities, which are generally north of the Calabasas River, in the East Stockton, the Port and Mount Diablo Waterfront, Industrial Annex, and the more southerly sections of Weston Ranch/Van Buskirk and South Stockton neighborhoods. Lower-income unit capacity (32.3 percent) in tracts with higher rates of disabilities between 10.0 and 19.9 percent provides housing mobility opportunities for



current lower-income residents with disabilities to move to housing that is ADA compliant. Sites in the southern portion of Pacific Avenue/Lincoln Village neighborhood off Pacific Avenue just north of University of the Pacific, as well as the sites in the Midtown neighborhood east of the San Joaquin Catholic Cemetery are accessible to major medical facilities. Sites in the Morada Holman neighborhood in the vicinity of the intersection of West and March Lanes will help to improve access for, and accommodate the needs of persons living with disabilities, benefit from close access to services and amenities as well as proximity to transit along major commercial corridors.

**Figure HE-28: Percent Unit Capacity by Disability Rate**



Source: City of Stockton and ACS 2016-2020

A large proportion of moderate-income unit capacity (48.6 percent), as well as 71.7 percent of the above-moderate unit capacity in these tracts described above, provide mobility opportunities for moderate and higher-income persons with disabilities in new structures which are ADA compliant and built to universal design, as well as fostering mixed-income communities where sited in the vicinity of, or adjacent to, lower-income sites along major transportation corridors near commercial activity nodes and/or educational facilities.

The largest proportion of lower-income unit capacity (46.3 percent) is identified on sites with disability rates between 20.0 and 30.0 percent of the population, primarily within and around the Downtown, in tracts adjacent to University of the Pacific in Midtown, in South Stockton near the junction of I-5 with the French Camp Turnpike, and on one small site in Weston Ranch/Van Buskirk. There are no above moderate-income sites, and 14.9 percent of moderate-income unit capacity in sites with the higher disability rate.

The remainder of the lower- and moderate-income unit capacity (14.8 and 11.1 percent respectively) is identified within the Downtown, increasing the opportunities for disabled persons currently experiencing overpayment, homelessness or overcrowding, as well as those living in units without accessibility features, to acquire affordable, and adequately accessible housing.

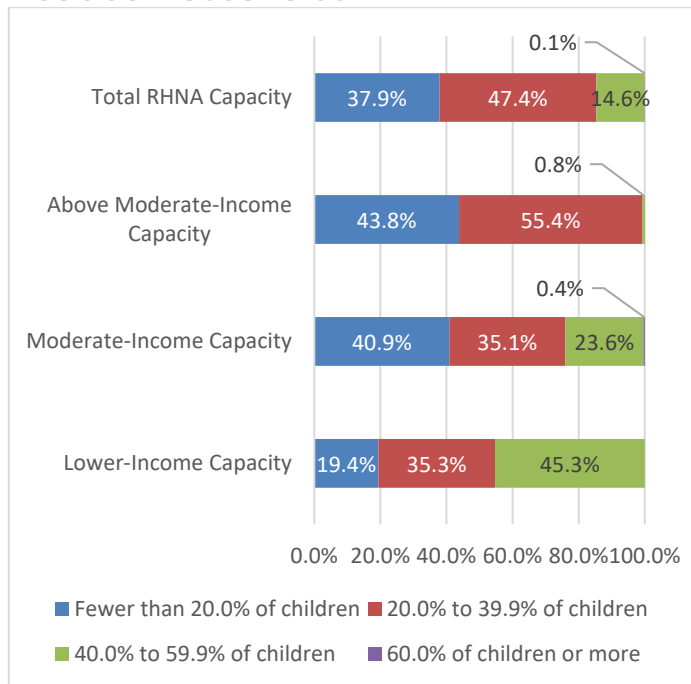
## FAMILIAL STATUS

As previously discussed, some areas of Stockton have a higher rate of female-headed households with children and no spouse or partner present, and senior households living alone. Female-headed households with children and no spouse or partner (8.1 percent of households) often face particular challenges to housing access and are at elevated risk of displacement. Approximately 28.9 percent of female-headed households with children have incomes below the poverty line.

Similar to other indicators of fair housing, 37.1 percent of the unit capacity is identified on sites in Eight Mile/Bear Creek, Brookside/Country Club, tracts within Upper Hammer Lane/Thornton Road neighborhood, the majority of Morada/Holman neighborhood east of West Lane, the University of the Pacific area in Midtown, the Port and Mount Diablo Waterfront, and Industrial Annex neighborhoods in which up to 19.9 percent of children are in female-

headed households (Figure HE-29, Percent Unit Capacity by Percent of Children in Female-Headed Households). Approximately 43.8 percent of higher-income unit capacity, 40.9 percent of moderate-income unit capacity, and 19.4 percent of lower-income unit capacity is identified in these tracts, increasing the opportunities for female-headed households currently experiencing overpayment and/or overcrowding to acquire affordable, and adequately sized housing in generally higher-income neighborhoods while promoting a reduction in the concentration of female headed households in other parts of the city.

**Figure HE-29: Percent Unit Capacity by Percent of Children in Female-Headed Households**



Source: City of Stockton and ACS 2016-2020

55.4 percent of above moderate-income unit capacity, 35.1 percent of moderate-income unit capacity, and 35.5 percent of lower-income unit capacity is identified in tracts with 20.0 to 39.9 percent of children living in female-headed households, generally encompassing the central portions of the city between I-5 and the San Joaquin Sacramento Subdivision Rail Line north of the Calaveras River, East Stockton

and the southern portion of the Weston Ranch/Van Buskirk neighborhood. Eight of these tracts are identified by HUD as R/ECAPS, and the majority are designated Areas of High Segregation and Poverty. Identification of lower-income sites increases the opportunities for female-headed households experiencing overpayment and/or overcrowding to acquire affordable, and adequately sized housing while promoting a reduction in the concentration of female headed households in parts of the city with higher rates of children in female-headed households.

While a large proportion of above-moderate income unit capacity as well as moderate-income unit capacity is identified in sites corresponding to this high proportion of children in single female-headed households, the majority of the site capacity for above moderate-income units is identified in the Trinity/Northwest Stockton neighborhood which currently is primarily vacant land with little existing residential development and a large commercial center, designated as high and highest resource. The identification of 7.3 percent of moderate- and 80.6 percent of above moderate-income unit capacity in these areas increases mobility opportunities for moderate and higher-income single female-headed households from within and outside of the city to find appropriate units, while decreasing competition for housing within other neighborhoods in the city.

The largest proportion (45.3 percent) of lower-income and 23.6 percent of moderate-income unit capacity is located within tracts in which 40.0 to 59.9 percent of children reside in single female headed-households. These tracts are located in Downtown, South Stockton and Pacific Avenue/Lincoln Village neighborhoods, and one tract in Upper Hammer Lane/Thornton Road neighborhood. Of the seven tracts falling within this high rate of children in single female-headed households, four are R/ECAPs and three designated Area of High Segregation and

Poverty, while two are adjacent to San Joaquin Delta College and the concentration of commercial and services located in the vicinity. Sites identified in these areas provide housing mobility for lower- and moderate-income female headed households, and the moderate-income unit capacity facilitates income integration in the areas with high rates of poverty.

By adding moderate and above-moderate units throughout the city, and particularly by locating lower-income units within higher income areas to provide access to existing and new amenities and resources, Stockton will become more accessible to female-headed households with children and no spouse or partner present, as well as other single-parent households.

## POTENTIAL EFFECT ON ACCESS TO OPPORTUNITY

### MOBILITY

As previously discussed, 50.1 percent of households in Stockton are renters. The rental vacancy rate is 4.9 percent, while the ownership unit vacancy rate is 0.9 percent. The very low ownership unit vacancy rate indicates a shortage of for-sale homes available in Stockton. Although the proportion of owner households (49.9 percent) and renter households (50.1 percent) is fairly comparable based on a citywide average, the distribution of households by tenure varies widely within the different neighborhoods throughout the city. There are 15 census tracts in the city where renters comprise over 60.0 percent of households. Seven of these tracts in which over 60.0 percent of households are renters are located primarily in the greater Downtown, South and East Stockton, the West Lane commercial corridor in the Upper Hammer/Thornton Road and Morada/Holman

neighborhoods, and the eastern portion of the Pacific Avenue/Lincoln Village neighborhood. According to 2016-2020 ACS data, Black and Hispanic households have higher rates of renter-occupancy than Asian and White non-Hispanic households. Within the majority of these census tracts, between 5.0 to 15.0 percent of the renters utilize Housing Choice Vouchers (HCV). There are an additional two tracts, both R/ECAPS and High Segregation and Poverty designations in the Upper Hammer Lane/Thornton Road and Pacific Avenue/Lincoln Village neighborhoods in the vicinity of the West Lane commercial corridor where the HCV utilization rate exceeds 20.0 percent of renter households.

Approximately 80.6 percent of the total above-moderate-income unit capacity is identified in the Trinity/Northwest Stockton neighborhood which has a current rental rate of 70.8 percent, yet a low rate of HCV usage, providing housing mobility opportunities for higher income renter households. To supply additional housing mobility opportunities for lower-income renter households that do not currently hold HCVs in areas with rates of renter occupancy above 60.0 percent; lower income unit capacity is identified in Downtown (26.6 percent), South Stockton (28.3 percent), East Stockton (5.4 percent), Pacific Avenue/Lincoln Village (4.0 percent), Morada/Holman (4.0 percent), and Upper Hammer Lane/Thornton Road (3.5 percent) neighborhoods, as well as in areas in Midtown, Weston Ranch/Van Buskirk, and Industrial Annex neighborhoods for additional housing mobility opportunities which may reduce high concentrations of renters in other parts of the city.

Moderate-income and above moderate-income unit capacity identified in these high renter occupancy tracts fosters income-integration, particularly in the tracts with highest representation of renter households in Downtown, South and East Stockton and Morada/Holman neighborhoods, and will

increase housing mobility opportunities primarily for moderate-income households.

Sites to meet the lower-income RHNA are also identified throughout the city in areas where they will provide housing mobility opportunities in higher income neighborhoods which also helps reduce existing concentrations of lower-income households and populations of color; as well as within lower-income sections of the city, including R/ECAPs and Areas of High Segregation and Poverty, to provide housing mobility opportunities that deter potential displacement of existing residents at risk of losing their housing and assist in reducing high renter overpayment rates with or without HCV assistance. Many of the lower-income units are co-located in proximity to moderate-income unit capacity to facilitate income integrated neighborhoods and support the development of improved resource and economic mobility opportunities, which affirmatively furthers fair housing.

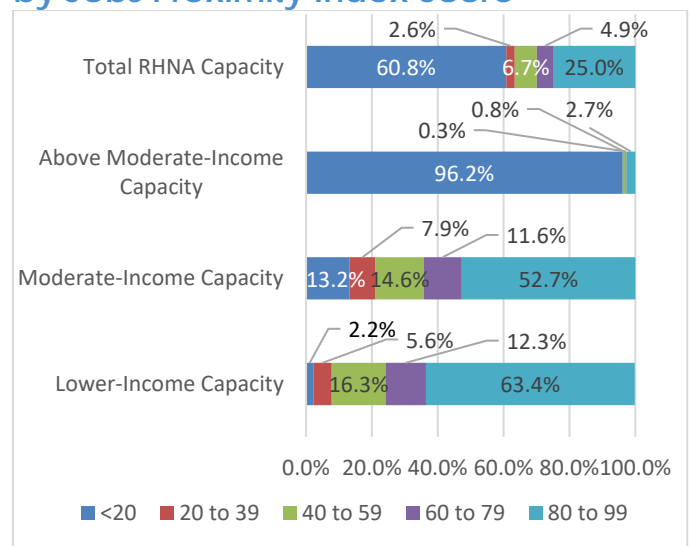
## EMPLOYMENT OPPORTUNITIES

As discussed in this assessment, 34.4 percent of residents are employed within the city. Central Stockton and portions of Midtown have the closest proximity to jobs; however, previous analysis suggests that while there are many job opportunities in these tracts, the resident population in these neighborhoods is not filling them. Scores in the northern portion of the city indicate furthest proximity to jobs, although these same areas reflect the highest market participation index scores and most positive anticipated educational and economic outcomes, and therefore it is likely a portion of residents in these neighborhoods have the greatest commuting accessibility to employment opportunities outside of the city and the San Francisco Bay Area. The combination of employment factors in Stockton indicates that the jobs in the city may not meet the needs of residents, based on those

commuting out of the city, market engagement, and the jobs-household ratio.

As shown in **Figure HE-30, Percent Unit Capacity by Jobs Proximity Index Score**, the City has identified the greatest capacity (63.4 percent of the unit capacity) for lower-, moderate-, and above moderate-income units (7.8, 21.1 and 96.2 percent of their total capacities, respectively) in areas which have a score below the 40th percentile relating to proximity to jobs within the city, which generally includes the portion of the city west of I-5 north of Benjamin Holt Drive; and east of I-5, north of Benjamin Holt Drive to Alexandria Place, north of West Lincoln Road between Alexandria Place and Pacific Avenue, and north of West Hammer Road between Pacific Avenue to the San Joaquin Valley Railroad Sacramento Subdivision line. Although a large portion of the total unit capacity falls within the lower percentile range, the majority of this unit capacity is within above moderate- and moderate-income sites with the highest labor force engagement rates; this distribution will support higher-income households by providing them with housing that supports mobility and access to in-town or commuting employment opportunities.

**Figure HE-30: Percent Unit Capacity by Jobs Proximity Index Score**



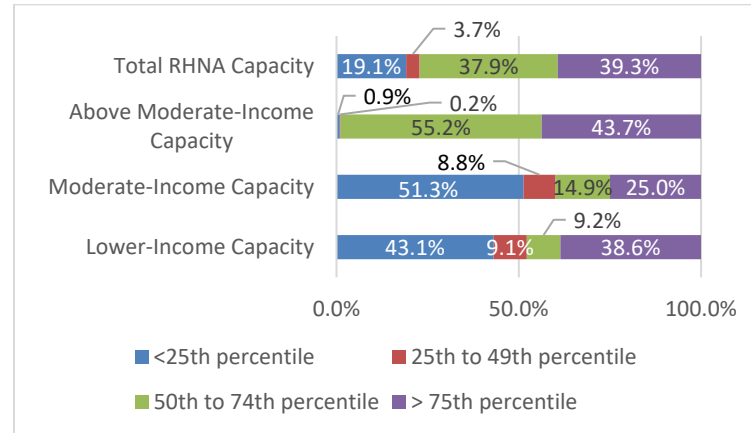
Source: City of Stockton and ACS 2016-2020

Almost 30.0 percent of the unit capacity in the sites inventory is met in tracts with jobs proximity scores above the 60th percentile, generally encompassing the Pacific Avenue/Lincoln Village, Brookside/Country Club, Midtown, Downtown, East Stockton, and Port and Mount Diablo Waterfront neighborhoods, as well as portions of South Stockton. The high proportion of lower-income (75.7 percent) and moderate-income (64.3 percent) unit capacity in the tracts with the highest jobs proximity index supports direct access to professional, government, service and commercial, industrial, airport related, and shipping and distribution employment opportunities, as well as access to employment opportunities in adjacent French Camp, Tracy and Modesto to the south, Lodi and Sacramento to the north via I-5, and Contra Costa County and the Bay Area to the west. This distribution also provides higher-income residents and residents currently commuting out of town for their jobs access to higher income housing units to support employment opportunities in the city that were not available previously.

## EDUCATIONAL OPPORTUNITIES

According to the DOE, most Stockton schools are below the state educational standards for ELA and mathematics at each grade level, with performance generally correlating to income. Anticipated educational outcomes, (**Figure HE-14, Local TCAC/HCD Educational Outcome Percentile Scores**), are lowest in the southern portion of the city and in central Stockton between West Lane and Pacific Avenue correlating to concentrations of deed restricted multifamily housing stock; and are higher along the western, northern and northeastern perimeter of the city, correlating to TCAC/HCD Resource designations.

Figure HE-31: TCAC/HCD Educational Domain Scores



Source: City of Stockton and ACS 2016-2020

As shown in **Figure HE-31, TCAC/HCD Educational Domain Scores**, the existing patterns of access to opportunity related to educational resources indicate that 22.8 percent of the city’s RHNA capacity falls within the least positive educational outcome percentiles below the 50th percentile, 37.9 percent falls between the 50th and 75th percentile, and 39.3 percent in the highest percentile, correlating to median income and TCAC/HCD higher resource designations.

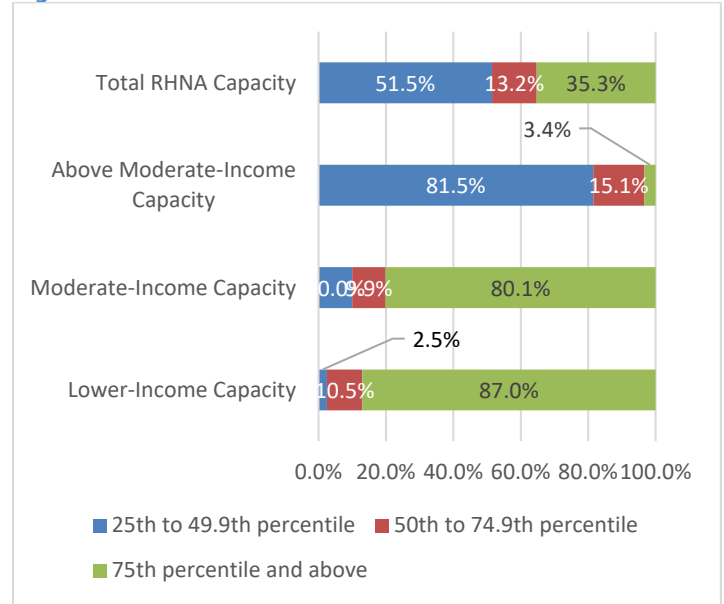
While 52.2 percent of the lower-income unit capacity is identified on sites with less positive educational outcomes, the identification of 60.3 percent of moderate-income unit capacity within these neighborhoods promotes the development of higher-income housing units in lower performing neighborhoods. Integration of income levels increases potential for increased educational domain scores and resource designations. The identification of 47.8 percent of lower-income unit capacity in higher scoring areas promotes housing mobility with access to educational opportunities with higher attainment scores generally associated with higher income, higher resource areas. Identification of 39.9 percent of moderate and 98.9 percent of above moderate-income unit capacity in tracts with scores above the 50th percentile will provide housing mobility

opportunities with more positive anticipated educational outcomes. RHNA capacity has been identified in areas that facilitate housing mobility opportunities for lower-income households, and also so that all schools can benefit from increased diversity and income-integration to raise educational outcomes.

## ENVIRONMENTAL HEALTH

As shown in **Figure HE-15, CalEnviroScreen Percentiles**, most of the city north of the Calaveras River, with the exception of two census tracts scores below the 75th percentile; while south of the Calaveras River the majority of tracts score above the 75th percentile, with the exception of the tract encompassing University of the Pacific and the adjacent tract to the west. Tracts with scores above the 75th percentile qualify as a disadvantaged community, impacting access to opportunity as it relates to healthy living conditions. Aside from environmental pollution factors including exposure to particulate matter and ozone from industrial, shipping and railroad yard operations, a concentration of other factors, including lower incomes, poverty rates between 10.0 to 20.0 percent of the households, concentrations of single female-headed households with children, high rates of non-White populations, low rates of educational attainment, and a high rate of unemployment as well as older homes conditions and lead in housing may contribute to the least positive environmental scores. While these factors may not reflect all neighborhoods in this percentile range, they do represent an area of potential concern regarding fair housing and disproportionate exposure to environmental hazards and a concentration of vulnerable populations, which is mitigated by Programs 6, 10, 12, 13, 15, 24, 25, and 29.

**Figure HE-32: Percent of Unit Capacity by CalEnviroScreen Scores**



Source: City of Stockton and ACS 2016-2020

As shown in **Figure HE-32, Percent of Unit Capacity by CalEnviroScreen Scores**, approximately 51.5 percent of the RHNA capacity is identified in the tracts scoring below the 50th percentile. Approximately 19.9 percent of moderate-income unit capacity, and 13.0 percent of lower-income unit capacity is identified in the tracts with the lowest scores; while 81.5 percent of above moderate-income capacity is identified in the tracts with the lowest scores in the Trinity/Northwest Stockton and Eight Mile/Bear Creek neighborhood, which scores in the 50th to 74th percentile, most likely associated with adjacency to agricultural activities. The majority of lower-income (87.0 percent) and moderate-income (80.1 percent) unit capacity is identified on sites considered a disadvantaged community, the moderate-income unit capacity will contribute to income integrated neighborhoods and reduction in the concentration of lower-income households with associated indicators of disadvantaged communities in these tracts, while the lower-income unit capacity provides housing mobility opportunities for households within their existing neighborhoods to reduce displacement potential and homelessness. As well, although relatively small, the proportion of lower-and

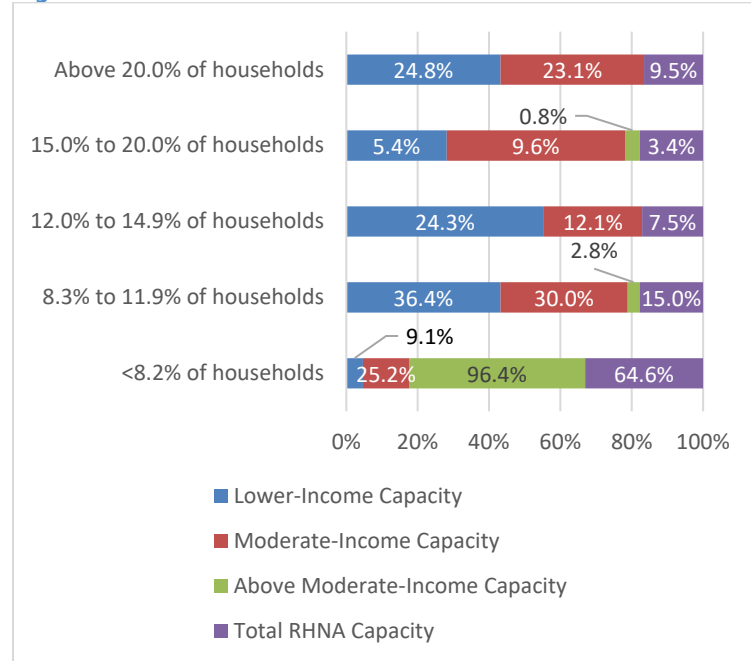
moderate-income unit capacity in non-disadvantaged neighborhoods of the city contributes to reduction of concentrations of lower-income households in the most environmentally impacted areas of the city.

**Potential Effect on Displacement Risk**

**Overcrowding**

Overall, 9.3 percent of households in Stockton are considered overcrowded. Overcrowding is seen more amongst those that are renting, whereas 12.4 percent of renters are overcrowded, 6.0 percent of homeowners experience overcrowding. Overall, households experiencing overcrowding in Stockton, when combined with income or accessibility challenges, may become at risk for displacement. Higher overcrowding rates are concentrated along the West Lane commercial corridor, Downtown, in the South and East Stockton neighborhoods, and Industrial Annex neighborhood, generally correlating to the city’s lowest-income neighborhoods, R/ECAPs and TCAC/HCD Areas of High Segregation and Poverty. These are areas where older housing stock, originally constructed to serve the shipping industry, is mixed with industrial and other nonresidential uses, as well as the location of deed restricted housing stock, particularly in the Downtown and West Lane commercial corridor.

**Figure HE-33: Percent Unit Capacity by Rate of Overcrowded Households**



Source: City of Stockton and ACS 2016-2020

As shown in **Figure HE-33, Percent Unit Capacity by Rate of Overcrowded Households**, the city has identified 64.6 percent of unit capacity in tracts with low rates of overcrowding, and 15.0 percent in tracts with rates between 8.3 and 11.9 percent of households experiencing overcrowding. An estimated 9.1 percent of the lower-income unit capacity, 25.2 percent of the moderate-income unit capacity, and 96.4 percent of the above moderate-income unit capacity is identified in tracts with rates of overcrowding below 8.2 percent, (the statewide average) providing housing mobility opportunities for households of all incomes experiencing overcrowding in other areas of the city. While 15.0 percent of the RHNA capacity is identified in tracts with overcrowding rates between 8.3 and 11.9 percent, 36.4 percent of the low-income RHNA unit capacity and 30.0 percent of moderate-income unit capacity is identified in the tracts south of March Lane between I-5 and Pacific Avenue, in the Stonewood Estates RCAA, within eastern Midtown, the Port and Mount Diablo Waterfront neighborhood, the northern tract in

the Weston Ranch/Van Buskirk neighborhood, and one tract in South Stockton which is primarily industrial and rail yard uses, providing housing mobility opportunities for residents in units which may be both affordable and of adequate size to meet the needs of lower- and moderate-income households while facilitating potential to reduce concentrations of overcrowding in other parts of the city.

Approximately 12.9 percent of the unit capacity is located in tracts with overcrowding above 15 percent of households. 30.2 percent of lower-income unit capacity and 32.7 percent of moderate-income unit capacity is identified on sites which generally correspond to R/ECAPs and TCAC/HCD designations of Area of High Segregation and Poverty, as well as a concentration of deed restricted housing stock. One pipeline project includes 0.8 percent of the above moderate-income unit capacity in this area, initiating income integration into the South Stockton neighborhood, which helps relieve pressure on the existing inventory of housing units in that area to meet needs of residents experiencing overcrowding while remaining in their own familiar neighborhood. Overall, the 1 unit potential identified in the sites inventory will help to facilitate additional housing mobility opportunities for a range of sizes and locations for those households that are currently experiencing overcrowding.

### OVERPAYMENT

In Stockton, 20.8 percent of the households are cost burdened and 21.0 percent are severely cost burdened, for a total of 41.8 percent of the households experiencing some level of overpayment. Approximately 27.9 percent of all homeowners are overpaying for housing; in contrast, 54.4 percent of all renters are cost burdened, and, in most circumstances, overpayment is closely tied to income, and in many cases, but not consistently, proportion of populations of color, with lower-income renters experiencing the highest incidence of

overpayment and most at risk of displacement. Additionally, previous analysis has identified that special-needs populations, including female-headed households, large families, persons with disabilities and seniors, often fall into the lower-income category and may be particularly at risk of displacement when housing opportunities at affordable costs, sizes, or access to resources are not available.

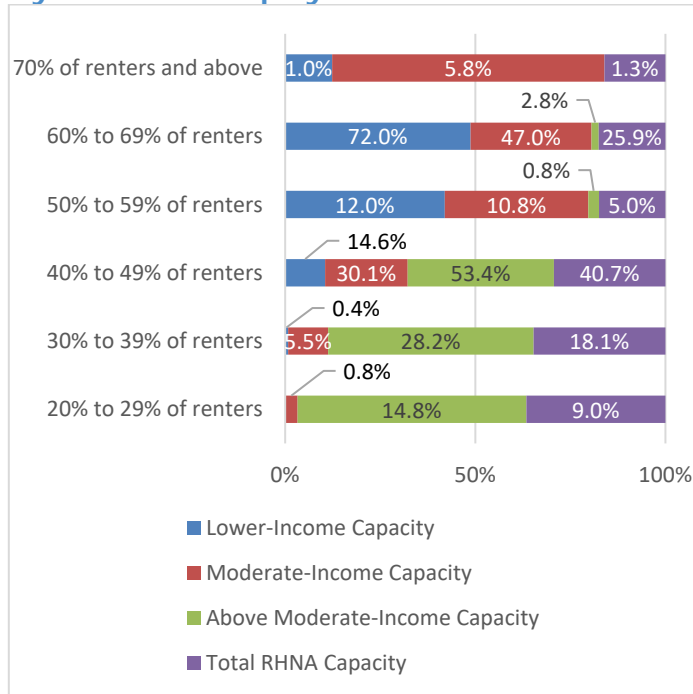
According to the 2015-2019 ACS, most of the city reflects renter cost burdened rates between 40.0 to 60.0 percent (**Figure 18, Renter Overpayment in Stockton**). The areas with rates above 60.0 percent are found in neighborhoods along the West Lane commercial corridor, along March Lane and two tracts in the Pacific Avenue/Lincoln Village neighborhood, in the greater Downtown area, and tracts within South and East Stockton neighborhoods.

As shown in **Figure HE-34, Percent Unit Capacity by Renter Overpayment**, and **Figure HE-35, Unit Capacity by Homeowner Overpayment**, 32.2 percent of the city's RHNA capacity is identified in tracts with a renter overpayment rate over 50.0 percent; 40.7 percent of the RHNA capacity is in tracts with has renter overpayment rates between 40.0 to 49.0 percent. The remaining 27.1 percent includes rates of renter overpayment between 20.0 to 39.0 percent. The majority of lower-income RHNA units (73.0 percent) have been identified on sites in areas in which approximately 60.0 percent and above of renters are overpaying for housing. The remainder of the lower-income unit capacity is identified on sites where 12.0 percent of renter overpayment is between 50.0 to 59.0 percent, and 14.6 percent of the lower-income unit capacity is found on sites where 40.0 to 49.0 percent of renters overpay, primarily in the central portion of the city north of the Calaveras River, in the Midtown, Upper Hammer Lane/Thornton Road, and Weston Ranch/Van Buskirk neighborhoods. Additional affordable rental resources in these areas will facilitate housing mobility opportunities for renters



currently overpaying and at risk of displacement, whereas the identification of sites to accommodate the lower-income units in locales with lower overpayment rates contributes toward reducing concentrations of renter overpayment in areas of more concentrated overpayment by providing housing mobility opportunities, and fostering income-integration into neighborhoods that have more positive economic conditions.

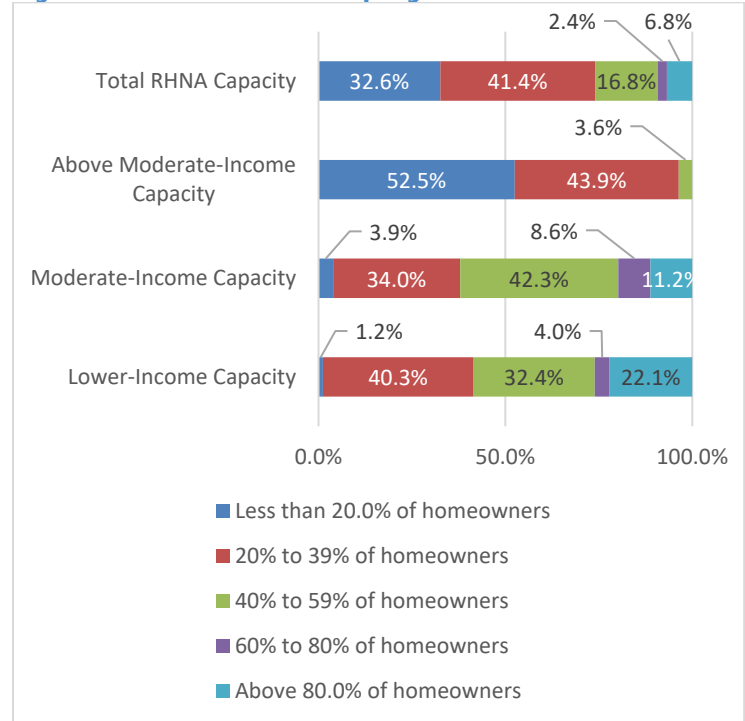
**Figure HE-34: Percent Unit Capacity by Renter Overpayment**



Source: City of Stockton and ACS 2016-2020

As well, 52.8 percent of moderate-income unit capacity and 2.8 percent of above moderate-income projects are within the tracts with higher rates of renter overpayment, which promotes income-integrated neighborhoods and reduces the concentration of severely cost burdened households overpaying for housing. Overall, an increase in the supply of lower- and moderate-income housing throughout the city, particularly those in proximity to commercial uses and services, will help to alleviate conditions that contribute to overpayment by reducing the gap between supply and demand for this type of housing.

**Figure HE-35: Percent of Unit Capacity by Homeowner Overpayment**



Source: City of Stockton and ACS 2016-2020

In contrast to renter overpayment, homeowners generally experience cost burden at a lesser rate. The highest rates of homeowner overpayment occur in the Downtown, portions of East and South Stockton, and southeast of Weberstown Mall, which are designated by TCAC/HCD as an Area of High Segregation and Poverty and most are R/ECAPS, where over 60.0 percent of homeowners are cost burdened (Figure HE-19, Homeowner Overpayment in Stockton). As shown on Figure HE-35, Percent of Unit Capacity by Homeowner Overpayment, 9.2 percent of the distribution of RHNA units is identified in these areas to increase ownership housing supply, with 26.1 percent of lower-income, and 19.8 percent of moderate-income unit capacity identified to potentially reduce displacement risk and overcrowding for these households as more units become available, and facilitating housing mobility opportunities throughout these areas near services and resources in commercial areas, easing pressure on the housing stock.

Conversely, 74.0 percent of site distribution is within sites in areas in which less than 39.0 percent of homeowners are cost burdened, including 96.4 percent of above moderate-income, 41.5 percent of lower-income, and 37.9 percent of moderate-income unit capacity; which includes the following neighborhoods: Trinity/Northwest Stockton, Eight Mile/Bear Creek, Upper Hammer Lane/Thornton Rd. west of Lower Sacramento Road, Brookside/Country Club, northern and eastern Morada/Holman, Pacific Ave/Lincoln Village, Midtown and portions of Weston Ranch/Van Buskirk.

Approximately 16.8 percent of the unit distribution is identified where 40.0 to 59.9 percent of homeowners overpay with 32.4 percent of lower-income unit capacity and 42.3 percent of moderate-income unit capacity identified on sites north of the Calaveras River along the West Lane, Pacific Avenue and March Lane commercial corridors within the Pacific Venue/Lincoln Village, Morada/Holman and southern portion of Upper Hammer Lane/Thornton Road neighborhoods. The identification of 3.6 percent of above moderate-income unit capacity in the South Stockton and Pacific Avenue/Lincoln Village neighborhoods with rates of overpayment above 40.0 percent, predominantly within the Mobile Homes on El Dorado pipeline residential project in South Stockton will foster income integration in the southern portion of the city and provide alternatives to the typical single family detached housing unit.

The addition of these units will help to alleviate existing overpayment by offering lower- and moderate-income units to current and future residents where there is need and increasing the housing stock overall to alleviate the demand on an existing shortage of housing at affordable price points. Additionally, the site capacity and distribution of units by income category will facilitate mobility opportunities for all households.

## CONTRIBUTING FACTORS

In discussions with stakeholders and fair housing advocates and through this assessment of fair housing issues, the City identified factors that contribute to fair housing issues, as shown in **Table HE-50**. While a variety of strategies are identified in this element to address the fair housing issues, the most pressing issues are listed below. The fair housing indicators analyzed earlier in this chapter that led to identification of the fair housing issues are shown in bold in parentheses after each issue. The sub-categories analyzed under each indicator are also listed after the bolded indicator.

- The concentrations of R/ECAPS and limited income-integration at the local neighborhood level, (**Integration and Segregation** – TCAC/HCD Opportunity, Income, Lower Income Neighborhoods and Poverty, Race/Ethnicity, R/ECAPs and RCAAs; **Other Relevant Factors** - History of Development Trends, Land Use and Zoning; **Sites Inventory Analysis** – Tract Analysis, Potential Effect on Integration and Segregation)
- Displacement risk due to rising housing costs, (**Integration and Segregation** – Income, Lower Income Neighborhoods and Poverty; **Access to Opportunity** – Housing Mobility, and Employment Opportunities; **Disproportionate Housing Need and Displacement Risk** – Overcrowding, Overpayment, Housing Condition, Displacement Risk; **Other Relevant Factors** – History of Development Trends; **Enforcement and Outreach Capacity** – Compliance with Fair Housing Laws, Fair Housing Complaints);

- Homelessness, (Chapter 2 – Housing Needs Assessment, **Disproportionate Housing Need and Displacement Risk** – Overcrowding, Overpayment, Housing Condition, Displacement Risk; Housing Mobility, **Enforcement and Outreach Capacity** – Compliance with Fair Housing Laws, Fair Housing Complaints)
- Disproportionate access to resources for lower-income, households with special needs, and populations of color, (**Integration and Segregation** – TCAC/HCD Opportunity, Income, Lower Income Neighborhoods and Poverty, Race/Ethnicity, Familial Status, Persons with Disability, **Access to Opportunity** – Transit Mobility, Housing Mobility, Education; Employment Opportunities); and
- Barriers to homeownership, (**Integration and Segregation** - Income, Lower Income Neighborhoods and Poverty, Race/Ethnicity; **Disproportionate Housing Need and Displacement Risk** – Overcrowding, Overpayment, Housing Condition; **Other Relevant Factors** - History of Development Trends, Land Use and Zoning; **Enforcement and Outreach Capacity** – Compliance with Fair Housing Laws, Fair Housing Complaints).

Prioritized contributing factors are bolded in **Table HE-50**, and associated actions to meaningfully and affirmatively further fair housing related to these factors are bold and italicized.

# Public Review Draft, April 2023

**Table HE-50: Factors that Contribute to Fair Housing Issues**  
2023

AFH IDENTIFIED ISSUES	CONTRIBUTING FACTORS	MEANINGFUL ACTIONS
<p>Presence of concentrated R/ECAPs in Greater Downtown, South Stockton, East Stockton, and between West Lane and Pacific Avenue in Northern Stockton</p>	<p><b>Concentrations of poverty and lower-income households.</b></p> <p>Shortage of affordable housing options in Moderate and High resource areas and higher-income unit capacity in lower-income and lower resource areas to foster income integration and stimulate place-based revitalization and improved access to resources.</p> <p>Concentration of renter-occupied households in Low resource areas.</p> <p><b>Highest share of minority residents compared to county and megaregion.</b></p> <p>High rate of HCV holders and lack of acceptance of HCVs in Moderate and High resource areas</p> <p><b>Older housing stock and areas with poor housing conditions resulting in lower housing costs in South Stockton, Downtown and East Stockton, and scattered residential areas along major commercial corridors north of Midtown.</b></p> <p>High rates of diversity concentrated in Greater Downtown, South Stockton and East Stockton due to historical practices</p>	<p>Maintain a list of vacant residential land appropriate for affordable housing in the city, including sites in moderate and high resource areas (Program 1).</p> <p>Encourage construction of Accessory Dwelling Units targeting areas of higher resource opportunity (Program 6).</p> <p>Encourage the construction of affordable units with three or more bedrooms and incentivize on-site childcare and support services in mixed use and multifamily developments (Program 28).</p> <p><b><i>Produce affordable rental housing in opportunity-rich locations near transit, services, and key amenities (Programs 5,8,10).</i></b></p> <p>Development Code revisions to address zoning to facilitate housing types serving lower-income households (Program 15).</p> <p>Implement multilingual communication and outreach strategies (Program 28).</p> <p>Provide mortgage assistance for low- and moderate-income first-time homebuyers, prioritizing advertising to persons in higher opportunity areas (Program 10).</p> <p><b><i>Encourage landlords and property managers in high resource areas to advertise their units to Section 8 voucher holders (Program 9).</i></b></p> <p><b><i>Provide education to landlords and property managers on fair housing rights and requirements/discrimination (Program 28).</i></b></p>
<p>Barriers to homeownership, particularly for communities of color</p>	<p><b>Historical redlining and barriers to building generational wealth.</b></p> <p>Shortage of affordable homeownership opportunities, particularly for smaller, entry-level households.</p> <p><b>Household income growth that has not kept pace with housing costs.</b></p> <p>Outside demand for housing from relocating Bay Area residents with higher-paying jobs.</p> <p>Conversion of older single-family housing stock to rental properties.</p>	<p><b><i>Offering programs to remove racially restrictive covenants on city and private property (Program 30)</i></b></p> <p><b><i>Continue to operate program for downpayment assistance for first-time homebuyers (10)</i></b></p> <p>Encourage construction of Accessory Dwelling Units targeting areas of higher resource opportunity (Program 6).</p> <p>Development Code revisions to address zoning to facilitate housing types serving lower-income households (Program 15).</p>

# Public Review Draft, April 2023

AFH IDENTIFIED ISSUES	CONTRIBUTING FACTORS	MEANINGFUL ACTIONS
<p>Displacement risk due to economic pressures, particularly for lower-income households</p>	<p><b>Rising housing costs outpacing wage increases.</b></p> <p><b>Cost of repairs and rehabilitation.</b></p> <p>Lack of affordable multifamily rental housing at appropriate sizes, resulting in overcrowding or overpayment when renters are pushed into single-family home rental market.</p> <p>Low rental vacancy rates.</p> <p><b>Outside demand for housing from relocating Bay Area residents with higher-paying jobs intensifies gentrification and competition for housing resources.</b></p> <p>Loss of naturally occurring affordable housing resources.</p>	<p>Continue to develop infill projects and address brownfield remediation in the Downtown and Greater Downtown (Program 7).</p> <p>Encourage landlords and property managers in high resource areas to advertise their units to Section 8 voucher holders (Program 9).</p> <p>Encourage construction of Accessory Dwelling Units targeting areas of higher resource opportunity (Program 6).</p> <p>Provide exemptions from fees for certain projects to prevent added costs for new units (Program 16).</p> <p>Preserve existing subsidized affordable units at-risk for conversion to market-rate (Program 19).</p> <p><b>Continue to operate the housing rehabilitation programs and improve communication about the program to eligible owners of mobile homes and rental properties (Program 20).</b></p> <p><b>Continue code enforcement in targeted areas (Program 21).</b></p> <p><b>Comply with State law regarding replacement of existing affordable units (Program 22).</b></p> <p>Encourage the construction of affordable units with three or more bedrooms and incentivize on-site childcare and support services in mixed use and multifamily developments (Program 28).</p> <p><b>Assist the development of affordable housing using State and federal funds (Program 10).</b></p> <p>Provide support for low-income renters, including multilingual tenant counseling, rental assistance, financial counseling, crisis stabilization services, and legal support (Program 28).</p> <p><b>Provide weatherization services (Program 14).</b></p>

## Public Review Draft, April 2023

AFH IDENTIFIED ISSUES	CONTRIBUTING FACTORS	MEANINGFUL ACTIONS
<p>Disproportionately limited access to resources for lower-income and communities of color households</p>	<p><b>Discriminatory lending and other barriers to home ownership for non-White populations, including language barriers and documentation requirements.</b></p> <p>Concentration of renters, lower-income households, and non-White residents near high-intensity commercial and industrial uses, circulation, and rail corridors in Downtown, South Stockton, East Stockton, and residential areas in central Stockton.</p> <p>Concentration of assisted affordable housing resources in Low resource tracts, Areas of High Segregation and Poverty, and R/ECAPS.</p>	<p>Continue to repair and replace public facilities in lower-income neighborhoods (Program 4).</p> <p>Continue to develop infill projects and address brownfield remediation in the Downtown and Greater Downtown (Program 7).</p> <p><i>Implement multilingual communication and outreach strategies (Program 28).</i></p> <p><i>Offering programs to remove racially restrictive covenants on city and private property (Program 30).</i></p> <p>Address environmental impacts and increase amenities in areas with concentrations of renters, lower-income households, and non-White residents (Program 29).</p> <p>Produce affordable rental housing in opportunity-rich locations near transit, services, and key amenities (Programs 5,8,10).</p>
<p>Homeless individuals and families</p>	<p><b>High rates of unsheltered individuals.</b></p> <p>Increasing proportion of employed homeless face challenges in securing housing.</p>	<p><i>Continue to support organizations assisting homeless persons (Program 23).</i></p> <p>Encourage landlords and property managers in high resource areas to advertise their units to Section 8 voucher holders (Program 9).</p>

# 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%
<b>Total</b>	<b>12,673</b>	<b>100%</b>

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
<b>Total</b>	<b>12,673</b>	<b>16,475</b>	<b>14,388</b>	<b>8,424</b>	<b>180</b>	<b>22,993</b>	<b>10,319</b>	<b>6,517</b>

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.

## Public Review Draft, April 2023

- **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
<b>Total</b>	<b>3,259.79</b>	<b>394</b>	<b>353</b>	<b>13,641</b>	<b>14,374</b>

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.

## Public Review Draft, April 2023

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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# EXISTING HOUSING PROGRAMS AND FINANCIAL RESOURCES

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# 5

## INTRODUCTION

This section provides information on local housing programs as well as local, State, and federal financial resources that are available to support the City of Stockton's housing programs. Because of the high cost of new construction, more than one source of public funds is often required to construct an affordable housing development. The City of Stockton partners with the private sector to develop new units with the assistance of these various funding sources. The City also uses funds to support housing rehabilitation and preservation of the city's older neighborhoods, assist first-time homebuyers, and provide various other housing services to lower-income households.

## LOCAL HOUSING PROGRAMS

### CITY OF STOCKTON

The Housing Division of the City of Stockton Economic Development Department works closely with other agencies to facilitate the production and preservation of affordable housing, assist in the development of suitable living environments, and expand economic opportunities to low-income families by providing them with financial assistance loans.

#### **Single Family Housing Repair Loan Program**

The Single-Family Housing Repair Loan program provides financial assistance to low-income homeowners for home repairs. Funding for the loan program comes from CDBG, HOME, and CalHome. The program aims to bring local housing into compliance with California Building Code standards and improve accessibility for homeowners. The program guidelines are:

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- **Eligibility:** Low-income (80 percent AMI or lower), within city limits, owner-occupied single-family or two units on one lot with one of the units occupied by the eligible owner.
- **Loan Term:** 30 years, deferred.
- **Loan Interest Rate:** 1 percent simple interest.
- **Other:** The owner's debt ratio may not exceed 55 percent; the property loan-to-value ratio (after repair) may not surpass 105 percent.

### Emergency Housing Repair Program

The Emergency Housing Repair Program provides up to \$30,000 in one-time funding for the correction of code violations from the City, fire marshal, or health officers to low-income property owners. Funds are available on a case-by-case basis from CalHome and CDBG funds. The following are the program guidelines:

- **Eligibility:** Low-income (80 percent AMI), owner-occupied, property within city limits.
- **Loan Term:** 30 years; loan forgiven after 7 years if the borrower does not sell or transfer ownership; for senior households (60 years and over) the loan is forgivable.
- **Loan Interest Rate:** Zero percent, deferred.
- **Other:** Property loan-to-value ratio (after repair) may not surpass 105 percent.

### Down Payment Assistance Program

The Down Payment Assistance Program uses funds from NSP, CalHome, and HOME. The goal is to increase the homeownership rate by helping to lessen the burden of a down payment and closing costs for low-income residents. The program lends up to \$10,000 in assistance (or 5 percent of the purchase price plus the closing costs) to purchase of the home, plus accessibility repairs to residences for handicapped persons. The funds are loaned for 30 years with a simple interest rate of 3 percent

for the first 15 years and zero interest for remaining 15 years.

- **Eligibility:** Low-income (80 percent AMI), first-time homebuyers, must reside or be employed in the city for 12 months before applying.
- **Loan Term:** 30 years; deferred; amount of up to \$10,000 or 5 percent of purchase price, plus closing costs.
- **Loan Interest Rate:** 3 percent for first 15 years and zero percent for remaining 15 years; at end of 30-year period owe entire amount of loan and a "balloon payment" of 5 percent of the home's net appreciation.
- **Other:** Borrowers are required to attend a home-buyer class from a City-approved provider.

### Multifamily Projects

The City provides funds for acquisition and predevelopment costs and for the cost of building or renovating multifamily units. Funding comes from HOME and CDBG. The following are the program guidelines:

- **Eligibility:** Funds are awarded through NOFA process and are project specific.
- **Loan Term:** Variable based on project.
- **Loan Interest Rate:** Variable based on project.

### Fee Waivers and Reductions

Residential fee waivers/reductions are via the Greater Downtown Stockton Residential Development Public Facilities Fees Exemption Program and Stockton Economic Stimulus Plan (SESP).

### Stockton Economic Stimulus Plan

The SESP program provides a Public Facility Fees (PFF) fee reduction for qualifying single-family residential, multifamily residential, commercial, and industrial projects in Stockton.

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PFF reduction amounts to the categories above are as follows:

- Up to a total of \$19,997 or 100 percent (whichever is less) for single-family residential.
- \$14,080 per unit for multifamily residential.
- 50 percent reduction for commercial and industrial.

Fee reductions are applied to the following PFF fee categories:

PFF CATEGORY	RESIDENTIAL	COMMERCIAL/ INDUSTRIAL
City Office Space	✓	✓
Libraries	✓	✓
Fire Stations	✓	✓
Parkland	✓	
Community	✓	✓
Recreation Centers	✓	✓
Police Stations	✓	✓
Street Improvements	✓	✓

The fee reduction applies to single-family residential, multifamily residential, and nonresidential (commercial/industrial) permits issued citywide for builders/developers who comply with the terms of the program.

To participate in the single-family residential component of SESP, a developer must comply with the local hire and disadvantaged individual requirements. Only units within the existing city limits are eligible to meet the local hire requirement of the program. The commercial/industrial component, formerly the Public Facilities Fee Reduction Program (established in 2010), was folded into the SESP program in 2015; reporting of local hiring is not a requirement.

## Greater Downtown Stockton Residential Development Public Facilities Fees Exemption Program

A related program the Greater Downtown Stockton Residential Development Public Facilities Fees Exemption Program, provides a waiver for certain PFFs for all new residential development within the Greater Downtown Stockton area.

## Downtown Infill Infrastructure Program

The Downtown Infill Infrastructure Program provides a financial incentive to eligible parties interested in developing new market-rate residential, commercial, or mixed-use projects in downtown Stockton. In Stockton's downtown area, aging infrastructure, such as sewer and water lines, and the rehabilitation of older structures can significantly increase project costs and serve as barriers to infill development.

Under the Downtown Infill Infrastructure Program, eligible development projects may receive a reimbursement for certain public infrastructure improvements. Examples of eligible public infrastructure improvements include sewer and water; storm drain; street improvements, including crosswalks, bike lanes, striping, and medians; traffic signals; streetlights; and landscaping.

To qualify for the program, the developer must meet these criteria:

1. Develop a minimum of 35 new market-rate residential units and/or develop a minimum of 30,000 square feet of new or newly renovated retail or commercial space.
2. Be within the program boundary, which includes Center Street to the west, Park Street to the north, ACE Rail/Union Pacific Railroad to the east, and Washington Street to the south.
3. Make a capital investment of at least \$500,000.
4. Eligible public infrastructure improvements must equal \$100,000 or more.

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Applicants must submit a request for funding to the Economic Development Department for review and consideration. If deemed eligible under the program guidelines, a Reimbursement Agreement requiring Council approval will be executed between the City and applicant. The City will reimburse the applicant within six months of completion of the public improvements in the reimbursement agreement, up to \$900,000 annually. The program was approved by Council on July 7, 2015, and is scheduled to sunset in July 2025.

### Neighborhood Services: Code Enforcement

The Neighborhood Services Section of the Stockton Police Department enforces codes, laws, and regulations for the abatement of substandard housing conditions and zoning violations; blight issues; and the abatement of abandoned, dismantled, or inoperative vehicles.

Since 2004, code enforcement has become a more important facet of the City's operations. Many of the problems the City faced in the past have become more manageable because of public awareness and understanding of what can be done to fix the problems. Additional resources and programs have also been made available to aid rehabilitation and renovation.

Stockton Code Enforcement operates primarily on a complaint basis. Once a code enforcement officer (CEO) verifies a complaint, a Violation Warning Notice is prepared and posted on the property and sent in the mail to the occupant and property owner (if different). The Violation Warning Notice notes the violations found and gives a deadline for correcting the violations. If the occupant/owner does not comply, various administrative tools are available, including fees, fines, abatement, and civil penalties. The CEOs make every effort to work with property owners and tenants and assist whenever possible. The response to the City's approach and case processing

procedures has been positive. Approximately 30 percent of cases are closed after the first Violation Warning Notice, and the number of administrative fines has declined in the past few years.

The most common housing violations are deferred maintenance issues like plumbing leaks, worn/deteriorated materials, and lack of weather protection. Others include structural problems, raw sewage, exposed wiring, and other exterior housing problems. The majority of housing cases usually take a minimum of 45 days to resolve, depending on the amount and severity of the violations. The potential contributors to code violations include the volume of rental housing and the structural age of many buildings in the city. The majority of the violations involve multifamily dwellings. Rental property owners, especially those not in the area, find it difficult to maintain their properties and monitor their tenants on a regular basis. In the downtown and midtown areas, many of the buildings are among the first built when Stockton became a city in 1851. Although they have been maintained to some extent, many have serious structural problems that are difficult and costly to fix.

### FORMER STOCKTON REDEVELOPMENT AGENCY

California law eliminated redevelopment agencies throughout the state in February 2012. The law, Assembly Bill X1 26, required the establishment of successor agencies to take over the remaining vestiges of redevelopment. Additionally, in June 2012 Governor Brown signed Assembly Bill 1484 (AB 1484). One of the key components of AB 1484 was the requirement that all successor agencies develop a long-range property management plan that governs the disposition and use of former nonhousing redevelopment agency properties. In August 2011 the City of Stockton passed a resolution stating it would serve as the successor agency to the Stockton



Redevelopment Agency and the City would assume the redevelopment agency’s housing functions. In April 2012 the City established the Stockton Successor Agency Oversight Board to direct and approve functions of the successor agency. As the successor agency, the City oversees bond proceeds of the former redevelopment agency.

## HOUSING AUTHORITY OF SAN JOAQUIN COUNTY

The Housing Authority of San Joaquin County has several programs to assist low- and moderate-income households with housing costs, including the Housing Choice Vouchers Program, public housing, and migrant farmworker housing. The Public Housing Program provides rental assistance at four main sites (two in Stockton, one in Tracy, and one in Thornton). Through the Migrant Program the Housing Authority manages two migrant farm labor housing developments in unincorporated areas of the county. In addition, the San Joaquin Housing Authority provides the Family Self-Sufficiency Program, supportive services centers, and the Resident Construction Program.

### Housing Choice Vouchers Program

The San Joaquin Housing Authority manages the Housing Choice Vouchers Program (Section 8) for all of San Joaquin County. The program offers a voucher that pays the difference between the current fair market rent and what a tenant can afford to pay (e.g., 30 percent of their income). The voucher allows a tenant to choose housing that may cost above the payment standard, but the tenant must pay the extra cost. As of 2022, 3,639 households in Stockton received rental assistance through the Housing Choice Vouchers Program.

### Public Housing

The San Joaquin Housing Authority provides public housing at the four main locations shown in **Table HE-55**. Two of the housing developments are in Stockton—Conway Homes and Sierra Vista Homes. Both developments provide single-family homes at rents affordable to low-income households. In addition, the Authority owns and manages four market-rate properties: West Park Street Apartments, Washington Avenue Apartments, Mourfield Avenue Apartments, and Claremont Manor Apartments.

**Table HE-55: San Joaquin Housing Authority Public Housing**  
San Joaquin County, 2023

NAME OF DEVELOPMENT	ADDRESS	DESCRIPTION
Conway Homes	741 S. Flint Avenue Stockton, CA.	436 single- family dwelling units ranging from 1 to 5 bedrooms
Sierra Vista Homes	2436 S. Belleview Street Stockton, CA	391 single- family dwelling units ranging from 1 to 5 bedroom units
Tracy Homes	340 W. Fourth Street Tracy, CA	195 single- family dwelling units ranging from 1 to 5 bedrooms
Mokelumne Manor	26188 N. Manor Drive Thornton, CA	50 single-story duplexes ranging from 1 to 4 bedrooms, each equipped with a private backyard

Source: San Joaquin Housing Authority, October 2022.

**Federal and State Funding**

Table HE-56 lists federal and state funding sources that the City could apply for by itself or with partners.

**Table HE-56: Financial Resources for Housing Activities**

PROGRAM NAME	DESCRIPTION	ELIGIBLE ACTIVITIES
<b>Federal Programs</b>		
Community Development Block Grant (CDBG)	Grants available to the County on a competitive basis for a variety of housing and community development activities. County competes for funds through the State’s application process.	<ul style="list-style-type: none"> <li>- Acquisition</li> <li>- Rehabilitation</li> <li>- Home Buyer Assistance</li> <li>- Economic Development</li> <li>- Homeless Assistance</li> <li>- Public Services</li> </ul>
Housing Choice Voucher Program (Section 8)	Assistance program that provides direct funding for rental subsidies for very low-income families.	<ul style="list-style-type: none"> <li>- Rental Assistance</li> </ul>
Home Investment Partnership Program (HOME)	Grants available to the County on a competitive basis for a variety of housing activities. County competes for funds through the State’s application process.	<ul style="list-style-type: none"> <li>- Home Buyer Assistance</li> <li>- Rehabilitation</li> <li>- New Construction</li> <li>- Rental Assistance</li> </ul>
Section 202	Grants to private nonprofit developers of supportive housing for very low-income seniors.	<ul style="list-style-type: none"> <li>- New Construction</li> </ul>
Housing Rehabilitation Program	Provides financial assistance to low-income homeowners for health and safety improvements.	<ul style="list-style-type: none"> <li>- Rehabilitation</li> </ul>
Emergency Shelter Grants	Competitive grants to help local governments and nonprofits finance emergency shelters, transitional housing, and other supportive services.	<ul style="list-style-type: none"> <li>- New Construction</li> <li>- Rehabilitation</li> <li>- Homeless Assistance</li> <li>- Public Services</li> </ul>
Continuum of Care/Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH)	Funding through the HEARTH Act of 2009 to provide necessary resources for development of programs to assist homeless individuals and families.	<ul style="list-style-type: none"> <li>- Homeless Assistance</li> <li>- New Construction</li> </ul>
Housing Opportunities for Persons with AIDS (HOPWA)	The HOPWA program provides housing assistance and supportive services for low-income people with HIV/AIDS and their families.	<ul style="list-style-type: none"> <li>- Rental Assistance</li> </ul>

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PROGRAM NAME	DESCRIPTION	ELIGIBLE ACTIVITIES
<b>State Programs</b>		
Local Housing Trust Fund Matching Grant Program	Provides matching grants to local housing trust funds that are funded on an ongoing basis from private contributions or public sources that are not otherwise restricted in use for housing programs.	<ul style="list-style-type: none"> <li>- New Construction</li> <li>- Homebuyer Assistance</li> </ul>
Single-Family Housing Bond Program (Mortgage Revenue Bonds)	Bonds issued to local lenders and developers so that below-market interest rate loans can be issued to first-time homebuyers.	<ul style="list-style-type: none"> <li>- Homebuyer Assistance</li> </ul>
Mortgage Credit Certificates (MCC)	Provides qualified first-time homebuyers with a federal income tax credit that reduces the borrower's federal tax liability, providing additional income, which can be used for mortgage payments.	<ul style="list-style-type: none"> <li>- Homebuyer Assistance</li> </ul>
Prop 63 Mental Health Services Act Funds	Funding for capital improvements and operating subsidies for supportive housing for formerly homeless or at-risk individuals with mental disabilities.	<ul style="list-style-type: none"> <li>- Special-Needs Programs</li> <li>- New Construction</li> </ul>
CallHome Program	Grants awarded to jurisdictions for owner-occupied housing rehabilitation and first-time homebuyer assistance.	<ul style="list-style-type: none"> <li>- Homebuyer Assistance</li> <li>- Rehabilitation</li> </ul>
Low-Income Housing Tax Credit (LIHTC)	A 4 percent annual tax credit that helps owners of rental units develop affordable housing.	<ul style="list-style-type: none"> <li>- Construction of Housing</li> </ul>
Affordable Housing Partnership Program (AHPP)	Provides lower-interest-rate California Housing Finance Agency (CHFA) loans to homebuyers who receive local secondary financing.	<ul style="list-style-type: none"> <li>- Homebuyer Assistance</li> </ul>
Permanent Local Housing Allocation (PLHA)	PLHA provides a permanent source of funding for all local governments in California to help cities and counties implement plans to increase the affordable housing stock. The two types of assistance are: formula grants to entitlement and nonentitlement jurisdictions, and competitive grants to nonentitlement jurisdictions.	<ul style="list-style-type: none"> <li>- Predevelopment</li> <li>- Development</li> <li>- Acquisition</li> <li>- Rehabilitation</li> <li>- Preservation</li> <li>- Matching Funds</li> <li>- Homelessness Assistance</li> <li>- Accessibility Modifications</li> <li>- Homeownership Assistance</li> <li>- Fiscal Incentives</li> </ul>
Local Early Action Planning (LEAP) Grants	The LEAP grants provide over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents and for process improvements that accelerate housing production. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.	<ul style="list-style-type: none"> <li>- Housing Element Updates</li> <li>- Updates to Zoning, Plans, or Procedures to Increase or Accelerate Housing Production</li> <li>- Preapproved Architectural and Site Plans</li> <li>- Establishing State-Defined Pro-housing Policies</li> <li>- See Complete List in Program Materials</li> </ul>

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PROGRAM NAME	DESCRIPTION	ELIGIBLE ACTIVITIES
Senate Bill 2 Technical Assistance Grants	Financial and technical assistance to local governments to update planning documents and the development code to streamline housing production, including, but not limited to, general plans, community plans, specific plans, implementation of sustainable communities' strategies, and local coastal programs.	<ul style="list-style-type: none"> <li>- Technical Assistance</li> <li>- Planning Document Updates</li> </ul>
Housing and Disability Advocacy Program (HDAP)	Services to assist disabled individuals who are experiencing homelessness apply for disability benefit programs while also providing housing assistance. HDAP has four core requirements: outreach, case management, disability advocacy, and housing assistance.	<ul style="list-style-type: none"> <li>- Rental Assistance</li> </ul>
No Place Like Home	Loans to counties or developers in counties for permanent supportive housing for those with mental illness who are homeless or at risk of homelessness.	<ul style="list-style-type: none"> <li>- New Construction</li> </ul>
Homeless Emergency Aid Program (HEAP)	A block grant program designed to provide direct assistance to cities, counties, and continuums of care to address the homelessness crisis throughout California.	<ul style="list-style-type: none"> <li>- Identified Homelessness Needs</li> <li>- Capital Improvements Related to Homelessness</li> <li>- Rental Assistance</li> </ul>
California Emergency Solutions and Housing (CESH)	Provides funds for activities to assist persons experiencing or at risk of homelessness. Program funds are granted in the form of five-year grants to eligible applicants.	<ul style="list-style-type: none"> <li>- Homelessness Service System Administration</li> <li>- New Construction</li> <li>- Rental Assistance</li> </ul>

### PRIVATE FUNDING

The Community Reinvestment Act of 1977 directs the Department of the Treasury, the Federal Reserve System, the Federal Deposit Insurance Corporation, and the Federal Home Loan Bank Board to encourage and assist the institutions they regulate to meet the credit needs of their communities. These agencies must assess the records of their member institutions when evaluating applications for a charter or other regulated transactions. As a result of this Act, many major financial institutions have elected to actively participate in funding low- and moderate-income housing developments developed by nonprofit corporations.

The Federal Home Loan Bank provides direct project financing through its member institutions as part of its Affordable Housing Program. The Savings Associations Mortgage Company, which is an organization of savings institutions, also provides financing for affordable housing developments. The California Community Reinvestment Corporation was formed to pool the resources of the state's banks to assist in financing affordable housing. Finally, the Federal National Mortgage Association (Fannie Mae) provides permanent financing for affordable housing development by purchasing or securitizing the lender-originated first mortgages on mutually agreeable terms.

### ENERGY CONSERVATION OPPORTUNITIES

State housing element law requires an analysis of the opportunities for energy conservation in residential development. Energy efficiency has direct application to affordable housing because the more money spent on energy, the less available for rent or mortgage payments. High energy costs have particularly detrimental effects on low-income households that do not have enough income or cash reserves to

absorb cost increases and many times must choose between basic needs such as shelter, food, and energy.

### LOCAL ENERGY PROGRAMS

The City of Stockton provides a number of programs to encourage energy efficiency.

- **Property Assessed Clean Energy (PACE) Programs.** The City of Stockton provides a variety of programs for property owners to finance infrastructure improvements for renewable energy technology purchase and installation, energy and water efficiency improvements, and electric vehicle charging.
- **The Green-Up Stockton Ordinance.** The Stockton City Council adopted the Green-Up Stockton Ordinance (Ordinance 005-11 C.S.) in March 2011 to encourage voluntary residential energy efficiency assessments and retrofits for existing dwelling units. The goal of the ordinance is to provide energy retrofits to 8,500 homes, nearly 10 percent of Stockton's housing stock, and reduce energy consumption and greenhouse gas emissions by 25 percent for the retrofitted dwelling units.
- **Stockton Rising.** Stockton Rising is a City-led program aiming to improve the environment and climate resilience of neighborhoods most impacted by climate change. The City, along with 11 partners, is implementing projects that will directly benefit residents in South Stockton. Stockton Rising is supported by the California Strategic Growth Council's Transformative Climate Communities Program with funds from California Climate Investments' Cap-and-Trade Dollars at Work. Stockton Rising offers several no-cost programs for residents in the Transformative Climate Communities Project Area. These

programs include solar installation and energy- and water-efficiency upgrades, as well as a tree planting program.

### NEW RESIDENTIAL ENERGY STANDARDS

All new buildings in California must meet the standards in Title 24, Part 6, of the California Code of Regulations (Building Energy Efficiency Standards for Residential and Nonresidential Buildings). These regulations respond to California's energy crisis and the need to reduce energy bills, increase energy delivery system reliability, and contribute to an improved economic condition for the state. They were established in 1978 and most recently updated in 2021. Through the building permit process, local governments enforce energy efficiency requirements. All new construction must comply with the standards in effect on the date a building-permit application is submitted. The City of Stockton's Building Department enforces Title 24 standards through its building permit process.

In addition to Title 24 requirements, the City's housing rehabilitation programs include requirements for the installation of water- and energy-efficient improvements, and the Housing Division supports low- and moderate-income residents with implementation of green building practices.

### SUBDIVISION DESIGN FOR HEATING OR COOLING OPPORTUNITIES

Section 66473.1 of the State Subdivision Map Act requires that the "design of a subdivision for which a tentative map is required shall provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision." Although this section does not contain any precise standards, the State Attorney General has opined that "a tentative map of a subdivision must be disproved if it fails

to meet the design requirement of Government Code Section 66473.1."

In accordance with the provisions of the California Subdivision Map Act, Section 16.72.250 of Stockton's Municipal Code states that the City may require a subdivider to "provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivisions, in compliance with Map Act Section 66473.1, including orientation of a structure for southern exposure, shade, or prevailing winds."

### WEATHERIZATION ACTIVITIES

Pacific Gas and Electric (PG&E) provides natural gas and electric services for the city of Stockton. PG&E offer a variety of programs to increase energy conservation and reduce monthly energy costs for lower-income households. The following programs, offered by PG&E, are aimed at increasing energy efficiency and are available to PG&E customers in Stockton.

- **Multifamily Energy Savings Program.** The Multifamily Energy Savings Program offers energy-saving opportunities, including no-cost energy assessment and project consulting and rebates for energy-saving upgrades. Eligible properties include attached residences with five or more units.
- **Energy Savings Assistance Program.** The Energy Savings Assistance Program provides energy-savings improvements to qualified low-income households at no charge. The energy-savings improvements increase energy efficiency of a home to decrease energy bills.

San Joaquin County Human Services Agency offers a weatherization program that provides energy-saving measures and repairs to homes, apartments, and mobile homes. These dwellings qualify for weatherization measures if the household income does not exceed a limit

determined by the U.S. Department of Health and Human Services. Some of the energy-saving measures available include repair or replacement of refrigerators, stoves, water heaters, and microwaves; insulation; minor home repair; LED light bulbs; smoke and carbon monoxide detectors; shade screens; and weather-stripping.

In addition to the local programs described above, the California Department of Community Services and Development administers the federally funded Low-Income Home Energy Assistance Program (LIHEAP). This program provides two types of assistance—Weatherization Program and Energy Crisis Intervention Program. The Weatherization Program provides free weatherization improvement services to increase energy efficiency, such as attic insulation, caulking, water heater blankets, and heating and cooling system repairs to low-income households. The Energy Crisis Intervention Program provides assistance to low-income households that are in a crisis situation, such as receiving a 24 to 48 hour disconnect notice or service termination from their utility company.

Finally, the U.S. Department of Energy provides weatherization grants to homeowners similar to those offered by the U.S. Department of Housing and Human Services. The federal funds for the weatherization program are provided through the American Recovery and Reinvestment Act Weatherization Assistance Program. The Department of Community Services and Development implements the program at the state level.

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# POTENTIAL HOUSING CONSTRAINTS

# 6

## MAJOR FINDINGS

- Based on analysis of the permitted densities and development standards, the City has found that the General Plan and Development Code facilitate a variety of housing types. The City allows residential development in nonresidential and mixed-use zones and permits densities as high as 136 units per acre in the downtown area.
- The City applies more flexible development standards for infill projects to encourage and maximize opportunities for development of vacant and underutilized land within city limits. In 2022, the City adopted a code amendment to allow Density Waivers for Small Infill Lots. The development standards of the underlying zoning designation, such as the density, setbacks, height, site coverage, and parking requirements, may be modified to create consistency with surrounding development and address physical site constraints.
- Overall, the City's parking standards are relatively low, both for downtown infill development and development outside the downtown. Parking standards do not represent a constraint to the development

of housing and allow development to achieve maximum allowed densities. The City has also reduced or eliminated parking for housing developments, including transit-oriented developments (TOD), affordable housing, senior housing, small lots, etc.

- Accessory dwelling units (ADUs) are allowed by right and go straight to a building permit, unless they are located in a Design District.
- The City of Stockton's Development Code defines supportive housing as a "use by right." Therefore, supportive housing is allowed in the city wherever single-family and multifamily residential is allowed. The City's code does not constrain development of supportive housing.
- A low-barrier navigation center development is a use by right in special purpose or commercial zoning districts permitting multifamily dwellings.
- The City has acquired hotels to create a mixed income development, such as the Medici Artist Lofts. There is a mix of one-, two-, and three-bedroom apartments. Of the 34 units, 27 are affordable housing units for families with income levels between 30-

60 percent area median income. Six of the units are market rate.

subdivisions (a)(1)(A)) and (a)(1)(B)), the City's zoning, development standards, and fees are available on the City's website.

## INTRODUCTION

State housing law requires the City to review both governmental and nongovernmental constraints to the maintenance and production of housing for all income levels. Since local governmental actions can restrict the development and increase the cost of housing, State law requires the Housing Element to "address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing" (Government Code Section 65583(c)(3)).

The City is currently conducting a comprehensive update to its Development Code which is expected to be complete by the end of 2023. In addition, the City is preparing a Housing Action Plan and Neighborhood Actions Plans for three specific areas of the city. All of these efforts will address housing needs in the city. Policies and programs related to these efforts are included in the main element section of this document.

## POTENTIAL GOVERNMENTAL CONSTRAINTS

Local governments have little or no influence on the national economy or the federal monetary policies that influence it. Yet these two factors have some of the most significant impacts on the overall cost of housing. The local housing market, however, can be encouraged and assisted locally. One purpose of the housing element is to require local governments to evaluate their past performance in this regard. By reviewing local conditions and regulations that may impact the development of the housing market, the local government can prepare for future growth through actions that protect the public's health and safety without unduly adding to the cost of housing production. Consistent with transparency requirements (Government Code Section 65940.1

## LAND USE CONTROLS

By definition, local land use controls constrain housing development by restricting housing to certain areas of the city and by restricting the number of housing units that can be built on a given parcel of land. The 2040 General Plan sets forth the City's policies regarding local land development. These policies, together with zoning regulations, establish the amount and distribution of land allocated for different uses.

### General Plan Land Use Designations

The City of Stockton 2040 General Plan establishes land use designations for all land within the city boundaries. These land use designations specify the type of development the City will permit. The 2040 General Plan includes eight designations that permit a range of residential development types and densities (see **Table HE-57**): Residential Estate (RE), Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Administrative Professional (AP), Commercial (C), Open Space and Agriculture (OSA), and Mixed Use (MU). The General Plan allows flexibility by allowing residential uses in a variety of nonresidential designations. **Table HE-57** shows the General Plan designations that permit residential developments.

For the higher-density designations (HDR, AP, and C), maximum densities differ depending on the location. Development in the downtown is allowed at densities up to 136 dwelling units per acre (du/ac), while higher-density areas outside of the downtown have a maximum density of 30 du/ac.

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**Table HE-57: General Plan Land Use Designations Allowing Residential Uses**  
Stockton, 2022

LU DESIGNATION	CODE	USES	MAXIMUM NET RESIDENTIAL DENSITY (DU/AC)	CONSISTENT ZONING DISTRICTS
Residential Estates	RE	Single-family residential units, public and quasi-public uses, accessory dwelling units (ADUs), and other similar compatible uses.	1	RE
Low Density Residential	LDR	Single-family residential units, duplexes, triplexes, semi-detached patio homes, town homes, public and quasi-public uses, accessory dwelling units (ADUs), and other similar and compatible uses.	8.7	RL
Medium Density Residential	MDR	Single-family residential units, duplexes, triplexes, semi-detached patio homes, town homes, public and quasi-public uses, accessory dwelling units (ADUs), and other similar and compatible uses.	17.4	RM
High Density Residential	HDR	Multifamily residential units, apartments, dormitories, group homes, guest homes, public and quasi-public uses, and other similar and compatible uses.	30 outside downtown; 90 inside greater downtown; 136 inside Downtown Core	RH
Administrative Professional	AP	Business, medical, and professional offices, residential uses, public and quasi-public uses, and other similar and compatible uses. This designation is appropriate on the borders of residential areas.	30 outside downtown; 90 inside greater downtown; 136 inside Downtown Core	CO, UC, RH
Commercial	C	A wide variety of retail, service, and commercial recreational uses, business, medical and professional offices, residential uses, public and quasi-public uses, and other similar and compatible uses. Community or regional commercial centers as well as freestanding commercial establishments are permitted.	30 outside downtown; 90 downtown; 136 inside Downtown Core	CN, CG, CD, CL, CA, HDR
Open Space/ Agriculture	OSA	Agriculture, parks, single-family residential units, farmworker housing, wetlands, wildlife reserves, and other similar and compatible uses and structures related to the primary use of the property for preservation of natural resources or agriculture. Lands under this designation are intended to remain unincorporated and under the jurisdiction of San Joaquin County.	1 du/parcel (40-acre minimum parcel size) FAR 0.01	OS
Mixed Use	MU	A mixture of compatible land uses, including residential, administrative and professional offices, retail and service uses, industrial, and public and quasi-public facilities to be determined through a Master Development Plan adapted concurrently with the designation of the property as MX.	30	MX

Source: Stockton General Plan 2040, 2022.

### Zoning

The City regulates the type, location, and scale of residential development primarily through its Development Code (Title 16 of the Stockton Municipal Code). **Table HE-58** lists and describes the zoning districts that allow residential

development. The Stockton Development Code explicitly states the permitted maximum residential density for each zoning district, including residential zones, commercial zones, and other zones. These density standards are consistent with the standards in the General Plan.

**Table HE-58: Zoning Districts Allowing Residential Uses**  
Stockton, 2022

ZONING DISTRICTS	CODE	ZONE DESCRIPTION	MIN. TOTAL LOT AREA	RESIDENTIAL DENSITY RANGE
Residential Estates	RE	Applied to single-family residential development on large lots. It is intended to provide a transition from rural to urban areas on the urban fringe.	1 acre	1 per lot
Residential Low Density	RL	Applied to single-family residential neighborhoods, low-density residential Planned Developments, and/or other low-density residential development, and is intended to maintain densities and protect existing neighborhood character.	5,000 SF <sup>1</sup>	0 to 8.7 du/acre
Residential Medium Density	RM	Applied to more intensely developed residential neighborhoods and/or other medium-density residential Planned Developments. Allowable housing types may include single-family independent dwelling units, duplexes, triplexes, townhouses, and multifamily units.	5,000 SF	8.8 to 17.4 du/acre
Residential High Density	RH	Applied to high-density residential neighborhoods. Allowable housing types may include multifamily and various types of group housing, as well as high-density, single-family residential development.	7,500 SF	30 outside downtown; 90 inside greater downtown; 136 Inside Downtown Core
Commercial Office	CO	Intended to be a transitional area between residential and general commercial uses. The primary uses in this district include offices, incidental retail, and/or residential in conjunction with an office, and other compatible uses.	7,500 SF	30 outside downtown; 90 inside greater downtown; 136 Inside Downtown Core
Commercial Large-Scale	CL	Applied to areas appropriate for large-scale integrated commercial retail centers with shared parking facilities. The CL zoning district is intended to serve a regional market area, and is to be applied to sites of at least 25 acres.	None	30 outside downtown; 90 inside greater downtown; 136 Inside Downtown Core
Commercial Neighborhood	CN	Applied to small-scale, limited retail and service areas that are designed to provide for the daily needs of the residents of the immediate, surrounding neighborhood.	None	30 outside downtown; 90 inside greater downtown; 136 Inside Downtown Core
Commercial General	CG	Applied to areas appropriate for a wide variety of general commercial uses, including retail, personal and business services; commercial recreational uses; and a mix of office, commercial, and/or residential uses.	None	30 outside downtown; 90 inside greater downtown; 136 Inside Downtown Core
Commercial Downtown	CD	Applied to the downtown commercial area of the city. The intent of the CD zoning district is to encourage a mix of high-intensity uses to create a lively, pedestrian-friendly environment, with high visual quality. Appropriate uses include large-scale commercial offices and office support uses, high-density residential development, tourist and lodging-oriented uses, and governmental facilities.	None	30 outside downtown; 90 inside greater downtown; 136 Inside Downtown Core
Public Facilities	PF	Applied to areas appropriate for a variety of public and quasi-public land uses, including facilities and lands owned by the City, County, State, or Federal Governments.	None	FAR 0.2
Mixed Use	MX	Intended to apply to large properties of at least 100 acres that can accommodate a wide range of land uses. A Master Development Plan is required for each MX zoning district to identify specific allowable land uses and development regulations.	Per Master Development Plan	17.5 to 30 du/ac

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ZONING DISTRICTS	CODE	ZONE DESCRIPTION	MIN. TOTAL LOT AREA	RESIDENTIAL DENSITY RANGE
University/ College	UC	Applied to areas of the city that are dedicated to private institutions of higher learning, to enable campus modifications or changes with the minimum, appropriate land use regulations. A Master Development Plan is required for each UC zoning district to identify specific allowable land uses and development regulations.	Per Master Development Plan	FAR 0.5 outside the Greater Downtown; 5.0 inside the Greater Downtown Area
Open Space/ Agriculture	OSA	Agriculture, parks, single-family residential units, farmworker housing, wetlands, wildlife reserves and other similar and compatible uses and structures related to the primary use of the property for preservation of natural resources or agriculture. Lands under this designation are intended to remain unincorporated and under the jurisdiction of San Joaquin County.	40 acres FAR 0.01	1 du/parcel

Note:

110,000 square feet for duplexes

Source: City of Stockton, Development Code, 2022.

**Table HE-59** shows which land use permit is required for different types of housing in zones allowing residential uses. If a housing type is allowable in a particular zone, the use is subject to one of the following land use permit requirements:

- **Permitted (P).** All land uses shown with a "P" in the table are allowed subject to compliance with all applicable provisions of the Development Code. Site Plan Review is required for new construction, for a change in use, or change to a more intensive use, except for those uses that are exempt. Exempt uses include accessory dwelling units, single-family residential, duplex units, triplex units, development projects entitled through a different permit process and minor improvements such as fences and other exterior improvements.
- **Land Development Permit (L).** All land uses shown as "L" in the table that require construction of new structures or improvements, the expansion of an existing facility, or a change to a more intensive use, as determined by the director, require the approval of a Land Development Permit.

- **Administrative Use Permit (A).** All land uses shown with an "A" in the table are allowed subject to the approval of an Administrative Use Permit. The director has the decision-making authority to approve an administrative use permit.
- **Commission Use Permit (C).** All land uses shown with a "C" in the table are allowed subject to the approval of a Commission Use Permit. The Planning Commission has the decision-making authority to approve a Commission Use Permit.
- **Empty Box = Use not Allowed**

To address this type of request in 2022, the City adopted a code amendment to allow Density Waivers for Small Infill Lots. This process is described in Section 16.52.030(A)(b) of the Development Code as follows:

- a. **Density.** Density may be reduced or increased at the discretion of the Director only under the following circumstances:
  - i. The decrease or increase is less than 25 percent of the required minimum or maximum density for the zoning district;

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- ii. The decrease or increase is compatible with existing development; and
- iii. The decrease or increase will further the aims of this chapter, or as allowed under the density bonus provisions in compliance with Chapter 16.40 (Affordable Housing Incentives/ Density Bonus Provisions).

The development standards, including setback, lot coverage, and maximum height requirements for zones that allow residential development are shown in **Table HE-59**.

**Table HE-59: Permitted and Conditionally Permitted Residential Uses**  
Stockton, 2022

RESIDENTIAL USE TYPE	PERMIT REQUIRED BY ZONING DISTRICT														
	RE	RL	RM	RH	CO	CN	CG	CD	CL	CA	IL	IG	PT	PF	OS
Caretaker and Employee Housing	A				P	P	P	P	P	P	P	L	L	L	L
Duplexes		P	P	P				P						L	
Cottage Court		C	P	P		P		P						L	
Mobile Home Parks		A	A	A			A	A							
Mobile Home/ Manufactured Home <sup>1</sup>	P	P	P	P				P						L	
Multifamily Dwellings			P	P	P	P	P	P	C					L	
Co-living (dwelling unit facility) <sup>2</sup>				A	A	A	A	A							
Organizational House				A		A	A	A							
Assisted Living Facilities	A		C	P	P	P	P	P						L	
Care Homes, 6 or Fewer Clients <sup>3</sup>	-	P	P	P				P						P	
Family Care Homes, 7 or More Clients <sup>3</sup>	C			C				C						L	
Senior Care Facilities, 7 or More Clients			A	A	A			A						L	
Rooming and Boarding Houses				A				A						L	
Senior Residential Projects			P	P	P	P	P	P	P					L	
Accessory Dwelling Units	P	P	P	P	P	P	P	P	P	P				P	
Single Family Dwellings	P	P	P	P				P						L	
Townhouses		A	P	P	P	P	P	P						L	
Triplexes			P	P		P		A						L	
Fourplexes			P	P		P		A							
Emergency Shelters				C	C		C	C			A	A		A	
Low Barrier Navigation Center <sup>4</sup>					P	P	P	P	P	P				P	
Supportive Housing	P	P	P	P	P	P	P	P	C					P	
Transitional Housing	P	P	P	P	P	P	P	P	C					P	

Notes: P = permitted use; L= land development permit required; C = commission use permit required; A= administrative use permit required; empty box= use not allowed

<sup>1</sup> A mobile home on a permanent foundation is treated as a single-family dwelling.

<sup>2</sup>A permanent housing facility consisting of single-room occupancy units, where each bedroom is considered a separate living quarter to be occupied by permanent residents.

<sup>3</sup> Care homes include adult residential facilities, adult day care facilities, day treatment facilities, foster family homes, group homes, residential care facilities, small family homes, social care facilities, social rehabilitation facilities, community treatment facilities, intermediate care facilities, convalescent homes and nursing homes, pediatric day health and respite care facilities, intermediate care facilities for the developmentally disabled and congregate living health facilities, guest homes and rest homes.

Family Care Homes include adult residential facilities, adult day care facilities, day treatment facilities, group homes, residential care facilities, facilities for wards of the court, and residential care facilities for AIDS patients, intermediate care facilities convalescent homes and nursing homes, intermediate care facilities for the developmentally disabled and congregate living health facilities.

<sup>4</sup>Per Stockton Development Code Section 16.20.020 A low-barrier navigation center development is a use by right in special purpose or commercial zoning districts permitting multifamily dwellings.

Source: City of Stockton Development Code, Division 2, Chapter 16.20.020, 2015: Allowable Land Uses and Permit Requirements; 2022.

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**Table HE-60: Development Standards in Zones That Allow Residential Development**  
Stockton, 2022

ZONE	MAX. NET RESIDENTIAL DENSITY (DU/AC)	FAR	FRONT SETBACK	LOT WIDTH	MIN. SIDE SETBACK	MIN. SIDE SETBACK FROM STREET	MIN. REAR SETBACK	MAX. LOT COVERAGE (%)	MIN. LOT AREA	MAX. HEIGHT
RE	0 to 1	-	30 ft	150 ft	10 ft		30 ft	25%	1 ac	
RL	0 to 8.7	-	20 ft							
RM	8.8 to 17.4	0.3	15 ft						5,000 sf	
RH	17.5 to 30 outside Greater Downtown	0.3 outside Greater Downtown		50 ft	5 ft	10 ft	10 ft	50%		35 ft
	20 to 90 inside Greater Downtown	3.0 inside Greater Downtown	15 ft						7,500 sf	
	20 to 136 inside Downtown Core	5.0 inside Downtown Core								
CO	17.5 to 30 outside Greater Downtown	0.3 outside Greater Downtown	10 ft		5 ft			60%	7,500 sf	45 ft
CN	20 to 90 inside Greater Downtown	3.0 inside Greater Downtown	None <sup>1</sup>			None <sup>1</sup>		100%		35 ft
CG	20 to 136 inside Downtown Core	5.0 inside Downtown Core	10 ft			10 ft		60%		45 ft
CD			None			None		100%		No Limit
CL	-	-			N/A <sup>2</sup>		None <sup>2</sup>		No Minimum	75 ft
CA	-	-		No Minimum				50%		45 ft
IL	-	0.6	10 ft			10 ft				60 ft
IG	-	0.6						60%		No Limit
PT	-	0.5 – 0.6								
OS	-	0.01	20 ft		20 ft	20 ft	20 ft		5 acres	35 ft
PF		0.5 – 0.6	10 ft		N/A <sup>2</sup>	10	N/A <sup>3</sup>	50%	No Minimum	75 ft
MX	17.5 – 30	0.5								
UC		0.5 Outside Greater Downtown	Per master development	Per master development	Per master development	Per master development	Per master development	Per master development	Per master development	Per master development
		5.0 Inside Greater Downtown								

<sup>1</sup> If adjacent to residential zoning districts, the setback shall be none if the structure in the CN zoning district is at least 20 feet from the residential zoning district, otherwise the setback shall be 10 feet.

<sup>2</sup> None required, except when adjacent to a residential zone, structures shall be set back a distance of 10 feet or as required by Article 3 for specific land uses. In the CA zone, structures shall be set back from a residential zone equal to their height.



## Infill Development Standards

The City applies more flexible development standards for infill projects to encourage and maximize opportunities for development of vacant or underutilized land within city limits. Section 16.52.030 of the Development Code contains the infill development standards. The development standards of the underlying zoning designation, such as the density, setbacks, height, site coverage, and parking requirements may be modified to create consistency with surrounding development and address physical site constraints.

If an applicant wanted to obtain flexibility in development standards on an infill parcel, the applicant would first visit the Permit Center to determine whether or not the project met the following criteria:

- A. Vacant and developed property, with or without existing structures, of less than a total of five acres, which consist of:
  - a. One legal lot; or
  - b. Two or more contiguous, commonly-owned legal lots that are not separated by a public street;
- B. Bounded on at least three sides by existing urban uses or development;
- C. Served by existing water, sewer, drainage, streets, and schools; and
- D. Qualify for categorical exemption under the California Environmental Quality Act, Section 15332, CEQA, Class 32.

In addition to the land uses allowed in **Table HE-61**, infill projects consisting of the land uses shown in the table are allowed in any zoning district subject to the permit requirements shown in **Table HE-61**.

The City offers a preliminary project review process (Economic Review Committee, or ERC) in which developers are given the opportunity to meet with representatives from the City’s various permitting departments (e.g., Community Development, Public Works, and Municipal Utilities) to provide feedback on proposed site plans, as well as information on topics such as zoning, use permits, and public improvements to assist the developer in the permitting and development process. The ERC preliminary project review process is provided free of charge by the City.

**Table HE-61: Allowable Land Uses and Permit Requirements for Residential Infill Projects**  
Stockton, 2022

RESIDENTIAL USE TYPES	PERMIT REQUIREMENT
Single-family homes on blockfaces in which at least 50% of the blockface is occupied by existing single-family homes	P
Single-family homes on blockfaces in which less than 50% of the blockface is occupied by existing single-family homes, except that single-family homes shall not be allowed in an Industrial zoning district or in an area designated as Industrial on the General Plan.	A
Duplexes and Triplexes	A
Townhouses	A
Multifamily	A
Live Work Space	P
Studios	A

Notes: P = permitted use; C = commission use permit required; A= administrative use permit required; empty box= use not allowed

Source: City of Stockton Development Code, Division 2, Section 16.52.050: Allowable Land Uses and Permit Requirements for Infill Projects; September 2022.

## Conclusions

Based on analysis of the permitted densities and development standards, the City has found that the General Plan and Development Code facilitate production of a variety of housing types. The City allows residential development in nonresidential and mixed-use zones and permits densities as high as 136 units per acre in the

downtown area. Additionally, the City has flexible development standards to encourage the development of small infill parcels.

### BUILDING CODES AND ENFORCEMENT

Building codes and their enforcement influence the style, quality, size, and costs of residential development. Such codes can increase the cost of housing and impact the feasibility of rehabilitating older properties that must be upgraded to current code standards. In this manner, building codes and their enforcement can act as a constraint on the supply of housing and its affordability.

The City of Stockton has adopted the 2022 California Building Code (CBC). These local amendments include:

- **Alternate materials and methods of construction:** The Building Official may approve alternate materials and methods of construction provided he finds that the proposed design is satisfactory and complies with the provisions of the model codes and that the material, method, or work offered model codes in quality, strength, effectiveness, fire resistance, durability, safety, and sanitation.
- **Tests:** Whenever there is insufficient evidence of compliance with the adopted model codes or evidence that any materials or any construction does not conform to the requirements of the adopted model codes, the Building Official may require tests as proof of compliance to be made at the expense of the owner or his agent by an approved agency.

The minimum requirements of the CBC and other model codes may have added to the cost of housing over the years. However, governmental agencies at all levels as well as organizations representing building officials have decided that

these requirements are necessary to achieve a minimum level of health and safety.

The City's building codes are consistent with the codes applied in other jurisdictions throughout California and do not negatively impact the construction of affordable housing.

### PARKING STANDARDS

Since off-street parking often requires large amounts of land, parking requirements are one of the development standards that can impact the development of compact, affordable housing. Off-street parking requirements increase the cost of development and limit the funds available for providing housing. Additionally, parking standards limit the ability to achieve compact, urban, infill development. Most municipalities adopt parking standards that exceed the actual parking needs of the population.

Stockton's off-street parking standards for residential uses are summarized in **Table HE-62**. The City requires two covered parking spaces per single-family home, one covered off-street space per ADU, one space per multifamily unit in the downtown, and one and one-half parking space per multifamily unit outside the downtown, and one space per unit in townhouses.

The Development Code allows the Director or Commission to reduce or waive up to 20 percent of the parking requirements, or a minimum of one space, under the following conditions:

- The structure was designed and intended for nonresidential use;
- The owner or developer substantiates that the provision of additional parking is unreasonable and economically unsound and the compliance with the provisions of this chapter would entail severe hardship; and
- The structure or structures were originally built before the effective date of the current parking requirements.

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Overall, the City’s parking standards are relatively low, both for downtown infill development and development outside the downtown. The City has also reduced or eliminated parking for housing developments, including transit-oriented developments (TOD), affordable housing, senior housing, small lots, etc. Parking standards do not represent a constraint to the development of housing and allow development to achieve maximum allowed densities. The City will continue to explore best practices for parking standards and provide additional incentives to reduce costs and align standards with current housing market demands.

**Table HE-62: Required Off-Street Parking Spaces  
Stockton, 2022**

RESIDENTIAL USE	SPACES/UNIT	GUEST PARKING
Single-family dwellings	2 per house in enclosed garage	-
Townhouses and duplexes	1 covered space per unit, except in the Downtown Core, 0.5 per unit	-
Triplexes and Fourplexes	1 per unit, except in the Downtown Core, 0.5 per unit	-
Multifamily dwellings	1 per unit	1 per 4 units
Greater Downtown	0.5 per unit	-
Downtown Core <sup>1</sup>		-
Affordable Housing		1 per 8 units
Organizational houses	1 per 3 occupants	1 per 6 occupants
Senior residential projects	1 per 2 units	1 per 10 units
Mobile home parks	1 per mobile home	1 per 4 units
<b>Residential care facilities</b>		
All, except care homes (6 or fewer)	1 per 5 beds	1 per 10 beds
Family care homes (7 or more)	2 per house in enclosed garage	1 per 10 beds
Rooming and boarding houses	1 per 3 occupants	-
Single-room occupancy facilities (SRO)/Co-Living	-	1 per 2 guest room
Transitional housing	1 per 2 beds	-
Caretaker and employee housing	1 covered space per unit	-
Emergency shelters	<b>2 spaces per facility</b> For staff 1 space per 10 occupants allowed at max. capacity	-
Accessory dwelling units	No off-street parking is required for accessory dwelling units	-

Notes: Exemptions for parcels within a parking assessment district per Section 16.64.060, [Parking Assessment Districts](https://library.qcode.us/lib/stockton_ca/pub/municipal_code/item/title_16-division_3-chapter_16_64-16_64_060), [https://library.qcode.us/lib/stockton\\_ca/pub/municipal\\_code/item/title\\_16-division\\_3-chapter\\_16\\_64-16\\_64\\_060](https://library.qcode.us/lib/stockton_ca/pub/municipal_code/item/title_16-division_3-chapter_16_64-16_64_060).

Source: City of Stockton Development Code, Section 16.64.040, Table 3-9; November 2022.

## ON-/OFF-SITE IMPROVEMENT REQUIREMENTS

In Stockton, the developer is responsible for complete street improvements for streets of 144 feet right-of-way (flared to 155 feet at major intersections) and less. In compliance with the City's standard specifications and plans, the improvements shall consist of, but not be limited to, the following:

1. Curb, gutter, and sidewalk along street frontages;
2. Replacement of broken or displaced curb, gutter, and sidewalk;
3. Replacement of unnecessary driveways with curb, gutter, and sidewalk;
4. Wheelchair ramps at curb returns;
5. Pavement sections on new streets;
6. Improvements to, or construction of, interchanges with State highways;
7. On existing streets within the subdivision or development, the existing pavement shall be overlaid or reconstructed as directed by the City Engineer to handle the projected traffic;
8. On peripheral streets, the existing pavement shall be overlaid or reconstructed to the centerline of the street as directed by the City Engineer, to accommodate the projected traffic, and the curb, gutter, and sidewalk installed;
9. Streets shall be widened in compliance with the specific plan, precise road plan, or master development plan, and the existing pavement shall be overlaid or reconstructed to accommodate the projected traffic;
10. Fences;
11. Landscaped parkways;
12. Tree wells and sprinkler system;
13. Street lighting; and
14. Street signs.

## OPEN SPACE AND PARK REQUIREMENTS

Open space and park requirements can decrease the affordability of housing by increasing developer fees and/or decreasing the amount of land available on a proposed site for constructing units. All housing units constructed in the city must pay a parkland fee to fund the development of neighborhood and community parks. As of the October 2022-2023 Fiscal Year, the fee was \$2,798 per single-family unit and \$1,712 per multifamily unit.

For land uses and development within the residential, low density (RL) zoning district, a minimum of 150 square feet of private open space is required per duplex unit, beyond the minimum required front-yard, rear-yard, and side-yard setbacks. For multifamily projects, the City requires 100 square feet of usable, common open space for each dwelling unit. The City also requires a minimum 40 square feet of private open space (e.g., patios, balcony, and decks). The area provided for private open space may be applied to the common open space requirement.

In addition to the requirements for residential and nonresidential, the following open space requirements apply to all planned development permits:

- a. Open space shall be designed as a major element of the project;
- b. Open space shall be located to take advantage of, and to help preserve, existing natural amenities (e.g., trees, topographic features, waterways, and views);

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- c. Open space shall generally be clustered to create larger-scale open spaces, but shall also be used to buffer incompatible uses and to provide corridors of space around and within developed areas to achieve a spacious character and convenient linkage to all parts of the site;
- d. All landscaped areas shall be designed, installed, and irrigated in compliance with Chapter 16.56 (Landscaping Standards);<sup>1</sup>
- e. Open space areas shall not include streets, whether public or private, off-street parking or landscaping required for the parking lot, access drives, loading areas, or area(s) covered by structures;
- f. The location of all open space, including any off-premises locations, shall be identified on appropriate plans; and
- g. The City's Planning Commission may modify any open space requirement after considering the general purpose and nature of the project. If the open space requirement is modified, another amenity(s) must be provided.

The park dedication requirement, the park improvement fees, and the open space requirements do not represent excessive constraints on residential development. To help waive park fees, the Stockton Economic Stimulus Plan provides a fee reduction for some of the Public Facility Fees (PFF) for both single-family and multi-family residential projects in Stockton. A reduction of PFF up to a total of \$19,997 or 100%, whichever is less, for single-family residential and \$14,080 per unit for multi-family residential for these fee categories:

- City Office Space

- Libraries
- Fire Stations
- Parks
- Community Recreation Centers
- Police Stations
- Street Improvements

## PROCESSING AND PERMIT PROCEDURES

Similar to other jurisdictions, the City has several procedures it requires developers to follow for processing development entitlements and building permits. Although the permit approval process must conform to the Permit Streamlining Act (Government Code Section 65920 et seq.), housing proposed in the city is subject to one or more of the following review processes: environmental review, zoning, subdivision review, and building permit approval. The City provides ample opportunities for most housing projects. Most housing projects that come forward are allowed by-right, and only require site plan and design review. These review processes are defined as ministerial in the Development Code and are ministerial actions that do not require hearings nor are subject to CEQA.

Many of the City's review procedures are handled at the staff level. For example, site plan and design review, minor zone modifications, and variances are conducted by the Community Development Director, except when the site plan is part of a larger project that requires Planning Commission review.

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<sup>1</sup> City of Stockton, Landscaping Standards:

[https://library.qcode.us/lib/stockton\\_ca/pub/municipal\\_code/item/title\\_16-division\\_3-chapter\\_16\\_56](https://library.qcode.us/lib/stockton_ca/pub/municipal_code/item/title_16-division_3-chapter_16_56)

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Site Plan review begins with review by the Site Plan Review Committee who make a recommendation to the Director who makes the determination. The Site Plan Review Committee is an internal design review committee and makes recommendations to the approving body. Typical projects reviewed by the committee include annexations, condominium projects, multi-family projects and specific plans. Site Plan Review Committee meetings are not open to the public. Site Plan Review applies to any project that requires a Building Permit, where a change in use is proposed, or where a change in occupancy is proposed. Projects that are exempt from Site Plan Review include residential developments containing single-family, duplex, or triplex dwelling units. The committee and Director conduct a review of the location, design, site plan configuration, and effect of the proposed development by comparing the project's plans to:

1. The requirements and standards in the Municipal Code;
2. Required locational and developmental standards identified in the Development Code, including applicable standards for specific land uses in Chapter 16.80 (Standards for Specific Land Uses);
3. Requirements of the City's California Building Standards Code; and
4. The City's standard specifications and plans.

The Site Plan Review Committee may find that a project site plan is in compliance, needs very minor corrections, needs minor corrections, or needs major corrections. Based on the recommendation of the committee, the Director either approves or requests revisions and resubmittal of the site plan. Site Plan Review is a ministerial action that does not require California Environmental Quality Act (CEQA) review.

A use permit is a permit issued by the City for land uses that, although allowed in a specific zoning district, have the potential to adversely affect other land uses, transportation and parking, or other facilities in the vicinity. The use permit

contains conditions to eliminate, or minimize to an acceptable level, any potentially adverse effects of the use. The City of Stockton currently has three types of conditional permits: Land Development Permits, Administrative Use Permits, and Commission Use Permits.

The review of projects for appropriate and efficient development and layout of a site is an integral part of the development approval process. All land uses shown as "L" in Table 2-2 of the Development Code (16.20.020, Allowable land uses and permit requirements) that require construction of new structures or improvements, the expansion of an existing facility, or a change to a more intensive use, as determined by the Director, require the approval of a Land Development Permit. The Director is the review authority for a Land Development Permit; however, the Director may defer action and refer the application directly to the Planning Commission.

The Review Authority may approve the Land Development Permit, with or without conditions or conditionally approve an application for an Administrative or Commission Use Permit if it finds all of the following:

1. The proposed land use activity is allowed within the subject zoning district with the approval of a Land Development Permit and complies with all other applicable provisions of the Development Code and the Municipal Code;
2. The proposed land use activity would be consistent with the general land uses, objectives, policies, and programs of the General Plan and any applicable Specific Plan, Precise Road Plan, or Master Development Plan;
3. The subject site would be physically suitable for the type and density/intensity of use being proposed, including the provision of services (e.g., sanitation and water), public access, and the absence of physical constraints (e.g., earth movement, flooding); and adequate in size and shape to accommodate the use and

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all fences and walls, landscaping, loading, parking, yards, and other features required by this Development Code; served by streets adequate in width and pavement type to carry the traffic generated by the proposed development.

4. The establishment, maintenance, or operation of the proposed use at the location proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use; and
5. The proposed permit would be in compliance with the provisions of the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines.

An Administrative Permit is required for uses that have the potential for a slight impact on existing land uses surrounding a given site. The Community Development Director is the review authority for an Administrative Use Permit and may defer action and refer the application directly to the Planning Commission.

Permits for uses that have the potential for a significant impact on surrounding areas, either because of the size of the project or the nature of the use, require a Commission Use Permit. The Planning Commission serves as the review authority for Commission Use Permits.

The decision-making authority may approve or conditionally approve an application for an Administrative or Commission Use Permit if it finds all of the following:

1. The proposed use is allowed within the subject zoning district with the approval of a Use Permit and complies with all other applicable provisions of the Development Code and the Municipal Code;

2. The proposed use would maintain or strengthen the integrity and character of the neighborhood and zoning district in which it is to be located;
3. The proposed use would be consistent with the general land uses, objectives, policies, and programs of the General Plan and any applicable Specific Plan or Master Development Plan;
4. The subject site would be physically suitable for the type and density/intensity of use being proposed, including the provision of services (e.g., sanitation and water), public access, and the absence of physical constraints (e.g., earth movement, flooding);
5. The establishment, maintenance, or operation of the proposed use at the location proposed and for the time period(s) identified, if applicable, would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;
6. The design, location, size, and operating characteristics of the proposed use would be compatible with the existing and future land uses on-site and in the vicinity of the subject property; and
7. The proposed action would be in compliance with the provisions of CEQA and the City's CEQA Guidelines.

A significant amount of multifamily development in the city has been approved as part of Specific Plans and Master Development Plans. For example, most specific plans allow multi-family residential by right only requiring design review and site plan review. The City has facilitated development of new multifamily housing by including the approval of multifamily development as part of the approval process for Specific Plans or Master Development Plans.

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Table HE-63 summarizes the City's estimated processing times for City approvals that may be required in the residential development process. These processing times are typical for California cities.

**Table HE-63: Community Development/ Planning Division Schedule of Residential Processing Times Stockton, 2023**

RESIDENTIAL APPROVALS	APPROXIMATE PROCESSING TIME (WEEKS)
Rezoning and Pre-zonings	12-18
Special Use Permits, Use Permits Requiring Public Hearings and Use Permits on 14-Day	6-10
Planned Unit Residential Development Permits	6-8
Amendment to The Stockton Municipal Code, Specific Plan or General Plan	12-24
Tentative Maps 4 Lots or Less	6-8
Tentative Maps Over 4 Lots	6-8
Variance/Waiver, Interpretation or Appeal of a Decision of The Community Development Director	4-6
Appeals to City Council	4-6
Design Review	1-4
Environmental Documentation	Varies

Source: City of Stockton, 2023.

The typical amount of time between planning approval/entitlement and when an application for a building permit is submitted varies by project type. ADUs are allowed by-right and go straight to a building permit, unless they are in a Design District. In that case, they go to the Architectural Review Committee (which meets alternative weeks). Most single-family residential projects are also allowed by-right and go straight to building permit, unless in a Design District, then go to an Architectural Review Committee. Multifamily residential projects go to the Architectural Review Committee and require Site Plan Review (meetings are set as applications are received). A complete application could take four to six weeks before moving on to building permit.

### Design Review

The City has a design review process to encourage development that is compatible and harmonious with the design and use of surrounding properties and with the city in general. The following types of residential development are subject to the City's design review process:

- New single-family tract development in subdivision of five or more parcels;
- New single-family infill projects within special districts in historic areas with unique architecture;
- Additions and exterior remodeling of single-family dwellings within special districts visible from public right-of-way;
- New developments containing two or more dwelling units;
- Additions and exterior remodeling of existing multifamily projects; and
- Accessory structures in special districts or as part of a multifamily project greater than 120 square feet that are visible from the public right-of-way.

The City's adopted design guidelines are used by City staff, the Director, Architectural Review Committee (ARC), Cultural Heritage Board, Commission, and Council as adopted criteria for the review of development proposals.

The City's design review process is codified in Title 16 of the Stockton Municipal Code (Development Code). The procedure to be followed depends on whether discretionary approval is required from the Planning Commission or City Council (see **Table HE-63**). For projects that do not require any type of discretionary approval, the applicant is required to submit design review plans before building permit submittal. The Architectural Review Committee (ARC) is an internal design review consisting of a panel of three private-sector architects appointed by the Director. The ARC performs the design reviews on an alternating weekly schedule. Architectural Review Committee meetings are not open to the public. The ARC reviews the submitted plans for



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compliance with the design guidelines and/or applicable Development Code standards, and make recommendations and supporting findings in compliance with the list of recommendations. Following the ARC's review of the plans, the Director will prepare and transmit a list of the ARC's findings and recommendations to the applicant in a timely manner, noting that a request for reconsideration may be submitted, where applicable.

For projects that require a discretionary approval (e.g., Use Permit, rezoning), the applicant submits elevations of the proposed project at the time the discretionary application is submitted. The Director reviews the project for compliance with the land use and development regulations in the Development Code. The ARC reviews the overall design of the project for compliance with the design guidelines. In reviewing the design of the project, the ARC uses the design guidelines as a reference, and makes recommendations and supporting findings in the list of recommendations. Following the ARC's review of the plans, the Director prepares and transmits a list of the ARC's findings and recommendations to the applicant in a timely manner, noting that a request for reconsideration may be submitted and/or that the Planning Commission is the final Design Review Authority, where applicable.

### Required Findings

The Review Authority shall determine whether a project adequately meets adopted City standards and the Guidelines, based on consistency with the following findings:

- A. The proposed development is consistent with all applicable provisions of this Development Code and other applicable City ordinances;
- B. The general design considerations, including the character, quality, and scale of design are consistent with the purpose/intent of this chapter and the Guidelines and other design guidelines that may be adopted by the City;
- C. The architectural design of structures and their materials and colors are visually compatible with surrounding development. Design elements (e.g., awnings, exterior lighting, screening of equipment, signs) have been incorporated into the project to further ensure its compatibility with the character and uses of adjacent development, and/or between the different types of uses in a mixed-use development;
- D. The location and configuration of structures are compatible with their sites and with surrounding sites and structures and do not unnecessarily block views from other structures or dominate their surroundings;
- E. The general landscape design, including the color, coverage, location, size, texture, and type of plant materials, provisions for irrigation, planned maintenance, and protection of landscape elements have been considered to ensure visual relief, to complement structures, and to provide an attractive environment;
- F. The design and layout of the proposed project will not interfere with the use and enjoyment of neighboring existing or future development and will not result in vehicular or pedestrian hazards;
- G. The building design and related site plans, including on-site parking and loading, has been designed and integrated to ensure the intended use will best serve the potential users or patrons of the site; and
- H. Special requirements or standards have been adequately incorporated, when applicable, into the building and/or site design (e.g., Americans with Disabilities Act regulations, historic preservation, mitigation measures, open space, utilities). (Prior code Section 16-515.060)

## Senate Bill 330

Senate Bill (SB) 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. The bill allows housing developments for which a preliminary application is submitted that complies with applicable general plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application.

The City of Stockton offers a pre-application conference for any application for new development or redevelopment which is required to go before the Planning Commission and any subdivision map for five or more lots, to ensure that the applicant is aware of issues and requirements related to the project. Other departments and public agencies may be invited to attend a pre-application conference. The fee for the pre-application conference shall be in compliance with the City Council's most recently published fee schedule.

## Senate Bill 330

Currently, the City of Stockton does not have a process established for processing projects under SB 330; however, the City complies with state law regarding SB 330 using the state's form. The City has included Program 17 to establish a process that specifies the SB 330 process and standards for eligible projects.

## Senate Bill 35

Currently, the City of Stockton does not have a process established for processing projects under SB 35; however, the City complies with state law regarding SB 35. The City has included Program 14 to establish a process that specifies the SB 35 streamlining approval process and standards for eligible projects.

## Summary

Processing and permit procedures have not been found to be a constraint in Stockton. However, Program 15 commits the City to review and update the findings for use permits and Design Review to be objective to further streamline development review.

## DEVELOPMENT FEES AND OTHER EXACTIONS

As shown in **Table HE-64**, the City collects various fees from developers to cover the costs of processing permits and providing necessary services and infrastructure. Additional fees and/or time may be necessary for required environmental reviews, depending on the location and nature of a project. Certain residential projects that require General Plan amendments, Development Code changes, or other planning-related functions require fees in addition to those listed in the table. These required fees are usually needed for master plans in greenfield areas.

Planning and Building permit fees and applicable impact fees vary from project to project. **Table HE-64** shows fees for a "typical" project in Stockton with updated 2022-23 rates. Multifamily fees are based on a hypothetical 27-unit multifamily development on 1.48 acres. Single family fees are based on a hypothetical 3-bedroom 2-bath home 1,800 square footage home and the Building Data Valuation Data for a unit in the R-3 zone.

Estimated fees in Stockton are \$61,725 for the hypothetical 1,800 sq ft single-family unit and \$33,028 for the hypothetical multifamily unit, including City fees, permit fees, as well as County fees and school district fees. Based on an estimate of typical costs to develop housing, fees represent an estimated 15.3 percent of the total cost of a single-family unit and about 6.1 percent of the total cost of a multifamily unit (see **Table HE-65**).

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Other impact fees for agriculture and open space are charged by the gross acre and designed to mitigate for the loss of productive land. The agricultural land mitigation fee, at \$14,352 per gross acre for single-family units, and at \$12,841 per gross acre for multifamily units, applies when development converts “important farmland” to

private urban uses. The San Joaquin Council of Governments collects the San Joaquin County Multi-Species Habitat and Open Space Conservation Plan fee to mitigate the loss of important habitat and open space.

**Table HE-64: Development Impact and Planning-Related Fees**  
Stockton, February 2023

FEES	SINGLE-FAMILY UNIT <sup>1</sup>	27-UNIT MULTIFAMILY DEVELOPMENT <sup>2</sup>	
		TOTAL DEVELOPMENT	PER UNIT
<b>Municipal Utilities Department Fees</b>			
Water	\$2,264.41	\$49,766.67	\$1,843.21
Sewer	\$974.53	\$2,133.76	\$79.03
Delta Water Supply Project	\$5,508.23	\$29,359	\$1,087.37
Water and Sewer Administrative Fee	\$113.36	\$1,816.52	\$67.28
<b>Total Municipal Utilities Department Fees</b>	<b>\$8,860.53</b>	<b>\$83,075.82</b>	<b>\$3,076.88</b>
<b>Public Facilities and Services Fees</b>			
Surface Water	\$4,587	\$41,793	\$1,547.89
Park Land	\$2,798	\$46,224	\$1,712
Public Works Residential Construction	\$75.25	\$75.25	\$2.79
Agriculture Land Mitigation	\$658.95	\$25,682	\$951.19
Air Quality	\$187	\$3,429	\$127
City Office Space	\$467.00	\$10,557	\$391.00
Community Recreation Center	\$481.00	\$10,935	\$405.00
Fire Prevention Review Fee	N/A	\$201	\$7.44
Fire Station	\$781	\$17,766	\$658
Libraries	\$902	\$20,547	\$761.00
Police Station Expansion	\$591	\$13,419	\$497
Street Improvements	\$13,226	\$260,712	\$9,656
Traffic Signal	\$110	\$1,796	\$66.50
Regional Transportation Impact	\$8,106.52	\$65,663	\$2,431.95
<b>Total Public Facilities and Services Fees</b>	<b>\$32,971</b>	<b>\$518,798</b>	<b>\$19,214.76</b>
<b>Planning Fees</b>			
Building Permit	\$2,428.31	\$35,629.43	\$1,319.61
Building Plan Check	\$1,019.89	\$14,964.36	\$554.24
General Plan Maintenance and Implementation	448.43	\$7,786.24	\$288.38
Site Plan Review	\$1,045.00	\$1,045.00	\$38.70
<b>Total Planning Fees</b>	<b>\$4,941.63</b>	<b>\$59,425.03</b>	<b>\$2,200.93</b>
<b>Other Fees</b>			
Fee Area - Administrative Fee <sup>4</sup>	\$1,872.52	\$18,157.94	\$672.52
Strong Motion Instrumental Program (SMIP) Fee	\$38.86	\$674.81	\$24.99
Technology Fee	\$182.12	\$2,672.21	\$98.97

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FEES	SINGLE-FAMILY UNIT <sup>1</sup>	27-UNIT MULTIFAMILY DEVELOPMENT <sup>2</sup>	
		TOTAL DEVELOPMENT	PER UNIT
Capital Preservation Fee	\$298.95	\$5,190.83	\$192.25
Green Building Fee	\$11.96	\$207.63	\$8.00
Community Rating System Administration Fee (CRS)	\$145.70	\$2,137.77	\$79.18
<b>Total Other Fees</b>	<b>\$2,550</b>	<b>\$29,041.18</b>	<b>\$1,075.60</b>
<b>TOTAL CITY FEES</b>	<b>\$49,323.00</b>	<b>\$690,340.42</b>	<b>\$25,568.16</b>
<b>County and Special District Fees</b>			
County Fee	\$1,890	\$64,800	\$1,620
School District <sup>3</sup>	\$10,512	\$157,680	\$5,840
<b>TOTAL COUNTY AND SPECIAL DISTRICT FEES</b>	<b>\$12,402</b>	<b>\$222,480</b>	<b>\$7,460</b>
<b>TOTAL FEES</b>	<b>\$61,725.00</b>	<b>\$912,820.42</b>	<b>\$33,028.16</b>

Notes:

<sup>1</sup> Single-family unit fees are from the City of Stockton website fee estimator (October 2015), based on a new 1,800-square-foot single-family detached home within city limits with a valuation of \$298,955 and a 0.75-inch water meter size.

<sup>2</sup> Multifamily fees are from City of Stockton, based on a 27-unit apartment building, on a 1.48-acre property with a structural valuation of \$5,190,825 and a 2-inch water meter.

<sup>3</sup> School Fees are determined by the school district. Estimate is based on Stockton Unified School District fees. Single-family: \$5.84/SF; multifamily: \$5.84/SF.

<sup>4</sup> Public Facilities and Services Fees multiplied by the 3.5% administrative fee equals totals.

Source: *City of Stockton Fee for 2022-2023 Fiscal Year, 2022*

## DENSITY BONUS

State law (Government Code Section 65915 et seq.) requires local governments to grant a density bonus to developers that agree to provide a specific percentage of affordable housing, senior housing, or childcare facilities for lower- or moderate-income households as part of an approved development. The law is revised nearly every year and has been expanding to apply to more projects and allow larger bonuses and more incentives and concessions over the years. The magnitude of the incentive depends on the total share of development that is designated affordable. Program 18 commits the City to updating their Density Bonus ordinance when needed for consistency with state law and to continue to update it regularly throughout the planning period as updates to state law are made. Chapter 16.40 of Stockton’s Development Code describes the City’s density bonus provisions.

## LOCAL ORDINANCES THAT IMPACT HOUSING SUPPLY

The City doesn’t have ordinances regulating short-term rentals, inclusionary housing, nor growth management that would potentially impact long-term housing supply.

## PROVISIONS FOR A VARIETY OF HOUSING TYPES

### Multifamily

The Zoning Ordinance allows multifamily development by right in the RM, RH, CN, CG, and CD zones, and conditionally in the CO and CL zones and with a land use permit in the OS zone.

### Accessory Dwelling Unit

An accessory dwelling unit (ADU) is an additional self-contained living unit, either attached to or detached from the primary residential unit on a single lot. It has cooking, eating, sleeping, and full sanitation facilities. ADUs can be an important source of affordable housing since they can be constructed relatively cheaply and have no

associated land costs. ADUs can also provide supplemental income to the homeowner, allowing seniors to remain in their homes, or moderate-income families to afford houses.

To encourage establishment of ADUs on existing developed lots, notwithstanding subdivisions state law requires cities and counties to either adopt an ordinance based on standards set out in the law authorizing creation of ADUs in, to allow ADUs on lots zoned residential or mixed-use zone subject to ministerial approval (“by right”) if they meet standards set out by law.

The City of Stockton meets State requirements for ADUs. The City of Stockton allows ADUs in all zoning districts that allow residential development. The Review Authority issues a ministerial building permit for an ADU or junior accessory dwelling unit (JADU) without discretionary review or a hearing, consistent with the development standards and State law. The City of Stockton is in compliance with state ADU law. Program 6 commits the City to continue updating their ADU regulations to stay consistent with state law and commits the City to promoting the development of ADUs as a housing type in the city.

### Manufactured Homes and Mobile Home Parks

Sections 65852.3 and 65852.4 of the California Government Code specify that a jurisdiction shall allow the installation of manufactured homes on a foundation on all “lots zoned for conventional single family residential dwellings.” Except for architectural requirements, the jurisdiction is only allowed to “subject the manufactured home and the lot on which it is placed to the same development standards to which a conventional single family residential dwelling on the same lot would be subject.” The architectural requirements are limited to roof overhang, roofing material, and siding material.

The only two exceptions that local jurisdictions are allowed to make to the manufactured home siting provisions are if: (1) there is more than 10 years difference between the date of manufacture of the manufactured home and the date of the application for the issuance of an installation permit; or (2) if the site is listed on the National Register of Historic Places and regulated by a legislative body pursuant to Government Code Section 37361. Section 69852.7 of the California Government Code specifies that mobile home parks shall be a permitted use on “all land planned and zoned for residential land use.” However, local jurisdictions are allowed to require use permits for mobile home parks. The City of Stockton’s Development Code defines mobile homes on a permanent foundation under the definition of “Single-family dwellings”. Zones where this use is allowed are shown in **Table HE-59**. Additionally, mobile home parks are allowed in the Residential Low-Density (RL), Residential Medium-Density (RM), Residential High-Density (RH), General Commercial (CG), and Commercial Downtown (CD) districts with an Administrative Use Permit.

Section 16.80.210 of Stockton’s Development Code provides specific development standards for mobile home parks, including a minimum of 20-foot setback for mobile home spaces, buildings, parking or recreational areas, and other structures from all property lines along public streets. Additionally, access to the mobile home park must be directly to a major arterial street or within 500 feet of freeway access ramps. Stockton’s Municipal Code conforms to Government Code Section 69852.7.

### Group Homes

State law requires group residential facilities of six or few persons to be considered a single-family dwelling for the purpose of any law or zoning ordinance related to residential property use (California Health and Safety Code Sections 1267.8, 1566.3, 1568.08). As of 2022, licensed care homes consisting of six or fewer individuals are allowed by right in the RL, RM, RH, CD, and PF

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zones. However, these are not all the zones that allow single-family development; the RE zone also allows single-family dwellings by right. The Housing Element includes Program 15 to amend the Development Code to allow group homes for six persons or fewer in the RE zone.

Family care homes with more than six individuals require the approval of a Commission Use Permit in the RE, RH, and CD zones, and a land development permit in the PF zone. The Commission Use Permit process is the only restriction to family care homes with more than six individuals. Group homes in single-family or two-family structures are exempt from Title 24 requirements. The Commission Use Permit has not been used to deny a family care home of seven or more individuals in Stockton. According to the Health and Safety Code Sections 1267.8, 1566.3, and 1568.08, residential care facilities with seven or more must be allowed without a use permit. To ensure compliance with State law, the City has incorporated Program 15 to address this part of the statute.

### Farmworkers and Employee Housing

State law asserts that employee housing for six persons or less shall be allowed in the same way residential structures are allowed in zones allowing residential uses and that employee housing for up to 12 units or 36 beds shall be deemed an agricultural use and must be subject to the same regulations as any other agricultural use in the same zone. "No Conditional Use Permit, zoning variance, or other zoning clearance shall be required of this employee housing that is not required of any other agricultural activity in the same zone" (Employee Housing Act, California Health and Safety Code Sections 17021.5 and 17021.6). Farm labor housing is considered an agricultural activity and is permitted by right in all zones allowing agricultural uses, which complies with State law (Health and Safety Code Section 17021.6). Program 15 is included to update the Development Code to allow employee housing for six persons or less in the same way residential

structures are allowed in zones allowing residential uses.

### Emergency Shelters

SB 2, passed in 2007 and in effect as of January 1, 2008, amended State Housing Element law (California Government Code Sections 65582, 65583, and 65589.5) regarding shelter for homeless persons. This legislation requires local jurisdictions to strengthen provisions for addressing the housing needs of homeless persons, including the identification of a zone or zones where emergency shelters are allowed as a permitted use without a use permit or other discretionary approval. Assembly Bill (AB) 2339, passed in 2022 and in effect as of January 1, 2023, expands the requirements for allowing emergency shelters under State law to ensure sufficient space on sufficient sites in suitable locations are identified in each jurisdiction.

California Health and Safety Code Section 50801(e) and Government Code Section 65583(a)(4) define "emergency shelters" as:

Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay." Emergency shelters include interim interventions, including, but not limited to, a navigation center, bridge housing, and respite or recuperative care.

The City of Stockton's Development Code defines homeless shelters as:

A public or private building which provides immediate, short-term shelter that may involve supplemental services for more than six homeless individuals or family members without compensation.

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Emergency shelters are allowed in the Residential High-Density, Commercial Office, Commercial General, Commercial Downtown, and Industrial Limited districts with a Commission Use Permit. The Development Code does not place any further restrictions or requirements. The City also allows emergency shelters “by right” (i.e., without a Commission Use Permit or other discretionary approval) in the Industrial Limited (IL), Industrial General (IG), and Public Facilities (PF) districts. While the IL and IG zones allow industrial uses, the zones are reserved for operations that are totally conducted indoors. The PF zone allows numerous other residential uses, including single-family homes and multifamily units, and is therefore suitable for emergency shelters. There are an estimated 19 acres of vacant land on at least 21 parcels within Stockton city limits zoned IL, IG, or PF (as of 2023). About 1.7 acres of this land is within the Greater Downtown area, where there is convenient access to social services and public transportation. This vacant land is made up of a variety of parcel sizes.

The city has 921 persons without nighttime shelter as of the 2022 Point-in-Time (PIT) Count. The size of shelters in Stockton is based on building and fire code allowances and there is no maximum number of beds. Government Code Section 65583(a)(4)(I) requires a minimum of 200 square feet per person to meet the unsheltered need. To address the unsheltered needs of 921 people, this would be a minimum of 184,200 square feet or 4.2 acres. The 21 vacant parcels in the IL, IG, and PF districts range in size from 0.11 to 5.11 acres. Therefore, there are sufficient sites in the city to address the potential need for emergency shelters to accommodate 921 unsheltered persons experiencing homelessness.

The City’s municipal code determines the maximum number of beds for an emergency shelter by Building and Fire Codes. Development standards for emergency shelters are:

- A. **Separation Between Structures.** Developments with multiple structures shall provide a 12-foot separation between those structures.
- B. **Physical Characteristics.**
  1. Compliance with applicable State and Local Uniform Housing and Building Code requirements.
  2. The facility shall have on-site security during all hours when the shelter is open.
  3. Facilities shall provide exterior lighting on pedestrian pathways and parking lot areas on the property. Lighting shall reflect away from residential areas and public streets.
  4. Facilities shall provide secure areas for personal property.
- C. **Maximum Number of Beds per Facility.** The maximum number of beds per facility shall be determined and as allowed by Building and Fire Codes.
- D. **Limited Terms of Stay.** The maximum term of staying at an emergency shelter is six months in a consecutive 12-month period.
- E. **Parking.** The emergency shelter shall provide off-street parking at a ratio of two spaces per facility for staff plus one space per 10 occupants allowed at the maximum capacity.
- F. **Emergency Shelter Management.** A management plan is required for all emergency shelters to address management experience, good neighbor issues, transportation, client supervision, client services, and food services. Such plan shall be submitted to and approved by the Director prior to operation of the emergency shelter. The plan shall, at minimum, identify the property owner’s and operator’s names and contact information, on-site security, and anti-

loitering measures. The plan shall include a floor plan that demonstrates compliance with physical standards of this chapter. The operator of each emergency shelter shall annually submit the management plan to the Director with updated information for review and approval. The City Council may establish a fee by resolution to cover the administrative cost of review of the required management plan.

- G. **Waiting Area.** To prevent queuing of shelter residents off-site, an on-site intake waiting area shall be provided that is adequate to accommodate all incoming residents.
- H. **Proximity.** The proximity of an emergency shelter next to another emergency shelter shall be at minimum 300 feet.

In addition, Government Code 65583(a)(4) (SB 2) requires sufficient parking to accommodate all staff working in the emergency shelter provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone. Currently, the code requires providing off-street parking at a ratio of two spaces per facility for staff plus one space per 10 occupants allowed at the maximum capacity. In addition, other standards, including the proximity standard, need to be updated for consistency with State law. The City has included Program 12 to revise the standards to ensure compliance with State law.

### Low-Barrier Navigation Center

Government Code Section 65662 requires that the development of Low-Barrier Navigation Centers be developed as a use by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing. For a navigation center to be considered “low barrier,” its operation should incorporate best practices to reduce barriers to entry, which may include, but are not limited to, the following:

- Permitting the presence of partners if it not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

The City defines a Low-Barrier Navigation Center as housing-first, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. A low-barrier navigation center development is a use by right in special purpose or commercial zoning districts permitting multifamily dwellings.

### Transitional Housing

While SB 2 added specific new requirements for local governments to meet in terms of planning for emergency shelter facilities, Government Code Section 65583(a)(5) also states that “transitional housing and supportive housing shall be considered a residential use of property, and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.” State law requires cities and counties to allow transitional and supportive housing in all zones that allow residential uses.

Transitional housing is designed to assist homeless individuals and families in moving beyond emergency shelter to permanent housing. California Health and Safety Code Section 50675.2(h) defines “transitional housing” and “transitional housing development” as:

Buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined



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future point in time, which shall be no less than six months.

The City of Stockton's Development Code defines transitional housing as a "use by right" that shall have the same meaning as defined in subdivision (i) of Government Code Section 65583.2. The Government Code section reads "transitional housing and supportive housing are permitted in all zones allowing residential uses and are not subject to any restrictions (e.g., occupancy limit) not imposed on similar dwellings (e.g., single family home, apartments) in the same zone in which the transitional housing and supportive housing is located." Therefore, supportive housing is allowed in the city wherever single-family and multifamily residential is allowed. The City's code does not constrain development of transitional housing.

### Supportive Housing

Supportive housing is permanent rental housing linked to a range of support services designed to enable residents to maintain stable housing and lead fuller lives. Typically, a portion of the housing is targeted to people who have risk factors such as homelessness or health challenges such as mental illness or substance addiction. Supportive housing comes in all shapes and sizes. It could be a renovated motel offering furnished co-living apartments; a multifamily development where tenants with disabilities live alongside other families with low incomes; a small, more service-intensive building; or scattered-site apartments. Whatever the configuration, all of the housing allows tenants to access support services that enable them to live as independently as possible.

California Health and Safety Code Section 65582(f) defines "supportive housing" as:

Housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the tenant to retain the housing, improve his or her health status, maximize their ability to live and, when possible, to work in the community.

Government Code Section 6565 (a)) requires cities and counties to consider supportive housing as a residential use allowed in all zones that allow residential uses and mixed use and only subject to those restrictions that apply to other residential uses of the same type in the same zone. Additionally, supportive housing must be permitted by-right in multifamily, mixed-use, and nonresidential zones allowing multifamily.

The City of Stockton's Development Code defines supportive housing as a "use by right" that shall have the same meaning as defined in subdivision (i) of Government Code Section 65583.2. The Government Code section reads:

Transitional housing and supportive housing are permitted in all zones allowing residential uses and are not subject to any restrictions (e.g., occupancy limit) not imposed on similar dwellings (e.g., single family home, apartments) in the same zone in which the transitional housing and supportive housing is located.

Therefore, supportive housing is allowed in the city wherever single-family and multifamily residential is allowed. The City's code does not constrain development of supportive housing.

### Single-Room Occupancy Units

SRO units (referred to in Stockton as co-living units) can provide affordable housing for lower-income individuals, seniors, and persons with disabilities, and can serve as an entry point into the housing market for formerly homeless people. A co-living unit is usually small, between 200 to 350 square feet.

Co-living units are a source of affordable housing in the city. As the city of Stockton has aged, downtown hotels serving overnight visitors became residential hotels, or co-living units, renting rooms by the day, week, or month to very low-income individuals or couples. According to the City of Stockton, as of 2023, there were five residential hotels operating in the downtown central business district of Stockton.

There are a number of residential hotels that are currently vacant due to habitability, housing, and other code violations. It is unlikely that these hotels will be reopened and operated as hotels as there is significant work needed to get the residential hotels operational for overnight accommodations. The City has acquired some of these hotels to create housing, such as the Medici Artist Lofts. There is a mix of one-, two-, and three-bedroom apartments that include both affordable and market-rate units. The City has also created additional parking that is needed in downtown Stockton to create an environment conducive to commercial and retail businesses and development. The City performs annual inspections of the remaining residential hotels to make sure that these hotels meet minimum health and safety standards.

The Stockton Development Code defines Co-Living (dwelling unit facilities) as “a permanent housing facility consisting of single-room occupancy units, where each bedroom is considered a separate living quarter to be occupied by permanent residents.” The City allows SROs in CG (Commercial General) and CD (Commercial Downtown) zones with an Administrative Use Permit.

## HOUSING FOR PERSONS WITH SPECIAL NEEDS

### Housing for Persons with Disabilities

State housing element law requires jurisdictions to analyze potential and actual constraints on the development, maintenance, and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities. In accordance with SB 520 (Chapter 671, Statutes of 2001), the City has analyzed the potential and actual governmental constraints on the development of housing for persons with disabilities. Program 12 commits the City to include a State-compliant definition of family in the glossary in the zoning regulations.

### Accessibility

The City does not provide any undue or additional constraints to the development, maintenance, and improvement of housing for persons with disabilities. The City of Stockton uses Title 24 building laws in its development of zoning, permitting processes, and building codes for disabled housing with no additional building codes adopted. The City makes every effort to ensure accessibility for persons with disabilities. The City is stringent in its application of Title 24 guidelines and requires all new development to meet the requirements of the law. No additional requirements for parking are required other than those for the zone in which the housing is being developed, and special concessions can be given to lower the parking requirements for special-needs housing.

The Building and Housing Board of Appeals deals with disputes that may arise with special-needs housing. Where issues do arise, citizens, contractors, and others can seek assistance from the City's Building and Housing Board of Appeals. Although the Building and Housing Board of Appeals cannot waive Title 24 requirements, the Board can make findings on the use of alternative methods and/or materials to accommodate disabled access. As of 2023, the application fee required for filing with the Building Board of Appeals is \$373.

The City of Stockton process to retrofit homes for accessibility follows Title 24 guidelines.

The City of Stockton Building Division enforces Chapter 11 of the California Building Code, Title 24. The Code provides a mandate that 100 percent of ground-floor (one-story) dwelling units in buildings consisting of three or more dwelling units be accessible by adaptability. Adaptability includes such features as wheelchair clearances in bathrooms, hallways, and kitchen areas, adjustable lowered countertops, site access, backing for grab bars in shower/bath areas, etc. The disabled tenant, or tenant's representative, at time of occupancy, can request of the property owner that the adaptable provisions be

converted to full accessibility. Building permit fees associated with the Title 24 improvements would be the only fees the City would impose as part of this process.

### Reasonable Accommodation

The City adopted a reasonable accommodation ordinance in 2016, Zoning Ordinance Chapter 16.214, to establish a formal procedure for individuals with disabilities seeking equal access to housing to request reasonable accommodation in the application of the City's land use and zoning standards, regulations, policies, and procedures and to establish criteria for evaluating the requests. An application for reasonable accommodation must be submitted on a form prescribed by the Director, or in the form of a letter addressed to the Director. If the project for which the application for reasonable accommodation is being made requires approval of another permit under this title, then the applicant must file the application for reasonable accommodation together with the application for the other permit, for concurrent review and action.

The decision to grant, grant with modifications, or deny an application for reasonable accommodation is based on a finding, all of which are required for approval or conditional approval of a reasonable accommodation:

1. Whether the housing or housing-related facilities that are the subject of the request will be used by an individual with a disability under the Americans with Disabilities Act (ADA).
2. Whether the request for reasonable accommodation is necessary to make specific housing available to an individual with a disability under the ADA.
3. Whether the requested reasonable accommodation would impose an undue financial or administrative burden on the City.
4. Whether the requested reasonable accommodation would require a fundamental alteration in the nature of a City

program or law, including, but not limited to, land use and zoning.

5. Whether the requested reasonable accommodation would be contrary to the public health, safety, or welfare, or be injurious to the property or improvements of adjacent properties.
6. Whether the requested reasonable accommodation adequately considers the physical attributes of the property and structures.
7. Whether alternative reasonable accommodations could provide an equivalent level of benefit.

Program 27 proposes to remove two of the findings above that are part of the City's Reasonable Accommodation approval process for consistency with State law:

- Whether the requested reasonable accommodation adequately considers the physical attributes of the property and structures.
- Whether alternative reasonable accommodations could provide an equivalent level of benefit.

## POTENTIAL NONGOVERNMENTAL CONSTRAINTS

The availability and cost of housing is strongly influenced by market forces over which local governments have little or no control. Nonetheless, State law requires that the Housing Element contain a general assessment of these constraints, which can serve as the basis for actions to offset their effects. The primary nongovernmental constraints to the development of new housing in Stockton are the availability of financing and development costs.

## AVAILABILITY OF FINANCING

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower-income households. In addition, government-insured loan programs may be available to reduce mortgage down-payment requirements.

The cost of borrowing money to finance the construction of housing or to purchase a house affects the amount of affordably priced housing in Stockton. First-time homebuyers are the group most impacted by financing requirements. Higher interest rates increase a homebuyer's monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in a lower cost and lower monthly payments for the homebuyer.

As shown in **Figure HE-36**, interest rates steadily increased nationwide between 2015 and 2017, increasing 0.2 and 0.3 percent year-over-year for a 30-year fixed-rate mortgage. Interest rates decreased in 2018 and began increasing again in 2019. During the start of 2020, interest rates dropped to a historic low and rose in 2022. As shown in **Figure HE-37**, in 2022, the increases in interest rates month-to-month were as high or higher than the year-over-year increases from 2015 to 2017. Interest rates peaked at 7.0 percent for a 30-year fixed-rate mortgage and 6.3 percent for a 15-year fixed-rate mortgage.

Interest rates are currently higher than they have been since 2008. When interest rates rise, the market typically compensates by decreasing housing prices. Similarly, when interest rates decrease, housing prices begin to rise. There is often a lag in the market, causing housing prices to remain high when interest rates rise until the market catches up. Lower-income households often find it most difficult to purchase a home during this time period.

Figure HE-36: Historical Mortgage Rates United States, January 2015-January 2021

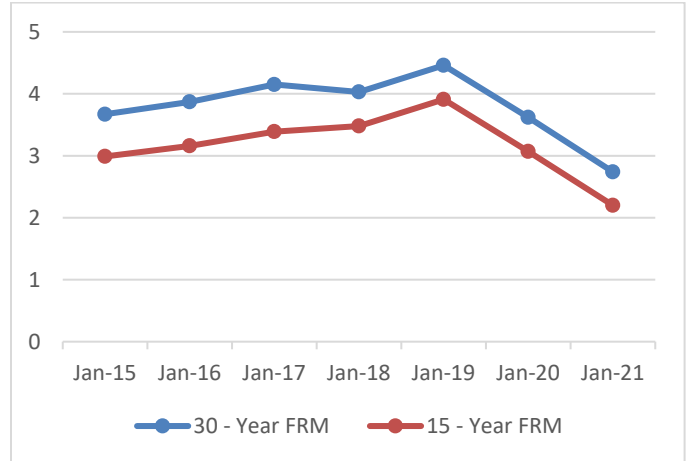
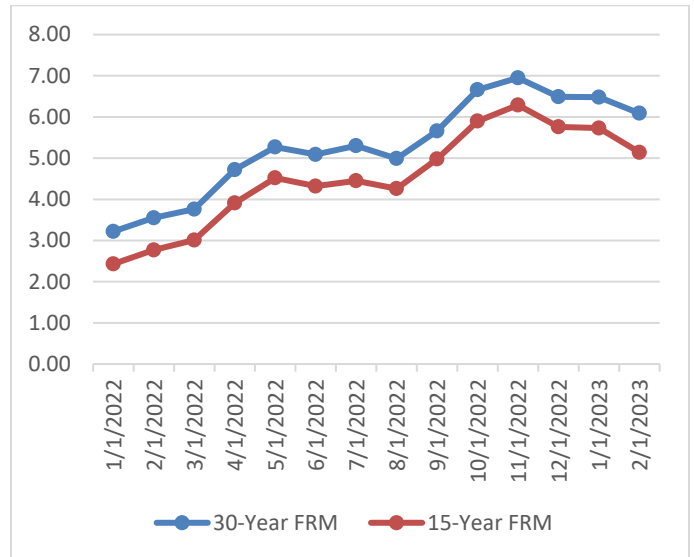


Figure HE-37: Mortgage Rates United States, January 2022 – February 2023



Mortgage Rates: FRM- Fixed Rate Mortgage  
Source: Freddie Mac Primary Mortgage Market Survey, 2022.

## DEVELOPMENT COSTS

### Land Costs

Costs associated with the acquisition of land include both the market price of raw land and the cost of holding the property throughout the development process. Land acquisition costs can account for over half of the final sales price of new homes in small developments and in areas where land is scarce.

The main determinant of land value is market demand. Builders will pay a premium for residential land in a strong market when expected buyers are plentiful. Raw residential land sold for well over per acre with no site improvements in Stockton.

The market is improving and land values are beginning to rise as a result. Based on a recent (December 2022) survey in Stockton, the average price per acre was \$213,416. The survey was based on residential sites listed on Redfin.com, an online real estate database. The median lot size was 3.08 acres. There was a wide variety of locations for the land listed from infill sites, established suburbs, and a few greenfields on the outskirts of the city.

### Construction Costs

Housing construction costs can act as a constraint to the affordability of new housing. However, the cost of construction varies with the type, size, location, and amenities of the development. "Entry-level" homes have far fewer amenities than other higher-priced custom homes. The Craftsman Book Company is a resource that provides construction cost estimates for specific geographic areas by ZIP code. According to the Craftsman Book Company's 2022 estimates, construction costs for a single-family home are approximately \$151 per square foot. This is based on costs calculated for a 2,000-square-foot, wood-framed, single-story, four-cornered home,

of good quality construction and including a two-car garage and forced-air heating/cooling in Stockton. Estimated total construction costs for such a home are \$302,248. These construction costs include labor, materials, and equipment but do not include costs of buying land.<sup>2</sup> The increased use of prefabricated factory-built or manufactured housing, which is permitted in all residential districts throughout the city (consistent with California State law), may provide for lower-priced housing by reducing construction and labor costs.

According to the Craftsman Book Company's 2022 estimates costs for multifamily construction are approximately \$121 per square foot. This is based on costs calculated for a three-story building in Stockton with 40 units and an average unit size of 1,000 square feet each. The calculation is for a wood or light steel frame structure, including forced air heating and cooling and constructed of good quality materials. The estimated total construction costs for each unit are \$104,573, and total construction costs for the building are \$4,420,124. These construction costs include labor, materials, and equipment but do not include costs of buying land or off-street parking.<sup>1</sup> Additionally, the City received a job value estimate with construction costs for a 27-unit multifamily three-story residential building. The one-bedroom, 27-unit project estimates construction costs at \$192,253 per unit.

Although the economy is currently fairly strong some builders are still reluctant to start new construction projects because of construction costs and interest rates are on the rise. There is little that the City can do to mitigate the impacts of high construction costs except by avoiding local amendments to uniform building codes that unnecessarily increase construction costs without significantly adding to health, safety, or construction quality. Because construction costs

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<sup>2</sup> 2022 National Building Cost Manual and 2022 952-02,03,04,05,07, 09, and 10 zip code modifiers, Craftsman Book Company.

are similar in the city to those in other Central Valley areas, the cost of construction alone is not considered a major constraint to housing production.

### Total Housing Development Costs

As shown in **Table HE-65**, the total estimated development costs discussed previously for a typical entry-level single-family home (1,800 square feet) is \$457,617, including land costs, construction costs, fees, and permits (as shown in **Table HE-64**). Additionally, as shown in **Table HE-65**, a unit in a multifamily development is estimated to cost \$561,457.

### Available Dry Utilities

Dry utilities, including cable, electricity, and telephone service, are available to all areas within the city.

- Electricity: Pacific Gas and Electric Company
- Mobile Coverage: AT&T and Comcast

## Table HE-65: Estimated Development Costs

Stockton, 2022

TYPE OF COST	SINGLE-FAMILY UNIT <sup>1</sup>	MULTIFAMILY UNIT <sup>2</sup>
Land Costs <sup>3</sup>	\$98,000	\$337,162
Total Construction Cost <sup>4</sup>	\$299,955	\$192,253
Impact Fees <sup>5</sup>	\$43,704	\$22,964
Other Fees <sup>5</sup>	\$2,999	\$774
Building Permit Fee	\$2,428	\$1,320
Building Plan Check	\$1,020	\$554
School District Fee	\$10,512	\$5,840
<b>Total Housing Development Costs</b>	<b>\$457,617</b>	<b>\$561,457</b>

Notes:

<sup>1</sup> Fee estimate based on 1,800-square-foot home, 3-bedroom, 2-bathroom on a 5,663-square-foot lot.

<sup>2</sup> Based on a 1.48-acre vacant grass field site slated for 27 units of multifamily units. Multifamily unit costs assume each unit is 1,000 square feet.

<sup>3</sup> The land cost per acre is assumed to be \$337,162.

<sup>4</sup> The construction cost is based on \$192.25 per square foot for a three-story complex and 1,000 square feet per unit sums to \$192,253.

<sup>5</sup> Based on total fee estimates from Table HE-64.

Sources: Redfin and City of Stockton Master Fee Schedule, 2022-23.

Total housing development costs are not a major constraint to housing production given Stockton's average home selling between \$400,000 - \$600,000 and the development cost averaging at \$457,617 per single family home.

# EVALUATION

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The following section reviews and evaluates the City's progress in implementing the 2015-2023 Housing Element. This section analyzes and effectiveness of policies and programs for the previous Housing Element planning period. This section also contains recommendations for program changes to address housing needs for the 2023-2031 planning period.

During the 2015-2023 Housing Element planning period, the City completed or embarked on multiple major long-range planning projects including the General Plan Update, Climate Action Plan, zoning consistency work, and Comprehensive Development Code update. The Shape Stockton efforts are currently underway which include this Housing Element Update, Housing Action Plan, Neighborhood Action Plans as well as the Comprehensive Development Code Update. The City also experienced the impacts of the COVID-19 pandemic.

The City implemented many of the programs it hoped to accomplish during the 2015-2023 planning period, but some programs did not move forward as much as expected. In addition, state law regarding housing has changed substantially since the adoption of the 2015-2023

Housing Element. This evaluation focuses on maintaining the programs that will be most effective to meeting housing needs and adding programs that address the updates to state law. Table HE-65 below provides a detailed review of progress towards implementation of the 2015-2023 Housing Element programs.

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**Table HE-65: Review of 2015-2023 Housing Element Programs**

PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
<p><b>Program 1: Adequate Sites Monitoring</b>                      Adequate Sites Monitoring: The City shall biennially update its vacant land inventory, including an updated inventory of potential infill sites (smaller vacant and underutilized parcels). The City shall make the updated inventory available to the public and development community via the City’s website.</p>	<p>The City continuously updates its website to maintain its vacant and underutilized parcel list. Economic Development and Community Development staff continue to be responsible for updating the vacant/underutilized database with vacant/underutilized parcel list.</p>	<p>Continue, combine with Program 2</p>
<p><b>Program 2: No Net Loss Zoning</b>                      For any downzoning or project approval for fewer housing units and/or at lower densities than assumed in the Housing Element, the City shall make findings that there is still adequate capacity to meet the remaining housing need, consistent with “no-net-loss” zoning law (AB 2069).</p>	<p>The City reviews all rezoning applications and conducts No Net Loss findings, when appropriate, as required by Government Code Section 65683.</p>	<p>Continue, combine with Program 1</p>
<p><b>Program 3: Settlement Agreement Implementation</b>                      The City shall develop a comprehensive housing strategy to meet the housing targets identified in the Settlement Agreement. The comprehensive strategy shall include measures to enable development of 4,400 residential units in the Greater Downtown Area by 2035. Potential strategies could include adopting less restrictive zoning in the Downtown and Greater Downtown or expanding the Commercial Downtown (CD) zoning district to allow greater densities in the Greater Downtown.</p>	<p>The City continuously promotes the successful completion of its agreed-upon number of required affordable housing units as outlined in the City’s (Affordable) Settlement Agreement. During the planning period, the City gained 261 new units, of which 174 units are affordable units, with these 6 completed housing projects in the Greater Downtown:</p> <ol style="list-style-type: none"> <li>1. Cal Weber, completed in 2016, 40 affordable units</li> <li>2. Veteran’s Anchor Village, completed in 2018, 51 units</li> <li>3. Medici Artist Lofts, completed in 2019, 34 units</li> <li>4. Liberty Square (formerly Hunter Street Apartments), completed in 2022, 74 affordable units</li> <li>5. Grand View Village, to be completed in 2023, 75 affordable units</li> <li>6. Crossway Residences, multiple sites completed in 2020 and 2021, 41 units of affordable supportive housing</li> </ol> <p>Another completed project outside of the Greater Downtown is:</p> <ol style="list-style-type: none"> <li>1. Sierra Vista Phase I and Phase II, completed in 2020, 215 affordable units</li> </ol> <p>In 2020, the City updated its Five Year Consolidated Plan, describing the City’s plan to create additional affordable units. The City also completed San Joaquin Community Response to Homelessness Strategic Plan with the goal of enabling over 200 new units of permanent housing by 2025.</p> <p>The City is drafting a Housing Action Plan (HAP) concurrently with its 6th Cycle Housing Element, with anticipated completion in 2023. The HAP is funded by a Local Early Action Planning (LEAP) grant.</p>	<p>Modify and continue</p>



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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
	<p>In addition, remaining obligations under the settlement agreement shifted with the City's adoption of the Climate Action Plan in 2014 and the General Plan update in 2018.</p> <p>The City has taken several other actions already, including parking reductions for housing (zero off-site required quarter mile of ACE Cabral Station), increased residential densities in the Greater Downtown area, streamlined multifamily housing applications – multifamily is now allowed by-right, fee waivers, and Community Development Block Grant (CDBG) funding for downtown infill infrastructure.</p>	
<p><b>Program 4: Public Facilities Repair and Replacement</b> Through implementation of the Consolidated Plan, and upon funding availability, the City shall continue to identify and target low-income neighborhoods for the expansion of existing facilities/infrastructure, replacement of deteriorating facilities, and construction of new facilities/infrastructure to increase quality of life for Stockton residents.</p>	<p>Since the 2015-2016 fiscal year (FY), the City has funded more than 30 public facility projects with CDBG funds. In the 2018-2019 FY, the City allocated \$900,000 in CDBG funds for the Downtown Infrastructure Infill Incentive Program. In the 2021-2022 FY, the City continued to fund the Downtown Infrastructure Infill Incentive Program, as well as rehabilitated the sleeping quarters and bathroom at the Gospel Center Rescue Mission, the Community Medical Centers building, and the Women's Center Youth &amp; Family Services facilities, which serve domestic violence victims and homeless youth, renovated the restrooms at Oak Park, and the acquisition, construction, and rehabilitation funding for temporary or transitional shelters.</p>	Continue
<p><b>Program 5: Study Fee Deferral Program for Affordable Housing</b> The City shall develop a program for consideration of adoption by the City Council to defer fees for affordable housing until certificate of occupancy.</p>	<p>The Affordable Housing Nexus and Linkage Fee report was prepared in 2020-2021. The City decided to not continue to phase two, which would have been adoption of a fee deferral program, as the housing market, which was already causing housing costs to skyrocket, couldn't handle an added fee. It didn't make sense to add a new fee and still encourage construction. The City is drafting a Housing Action Plan (HAP) concurrently with its 6th Cycle Housing Element, with an anticipated completion date of March 2023. The HAP is funded by a LEAP grant.</p>	Delete
<p><b>Program 6: Coordination with the Housing Authority of San Joaquin County</b> The City shall continue to work closely with the Housing Authority of San Joaquin County in providing assisted housing through the Housing Voucher Program (Section 8), and in providing housing and supportive services to special needs households and individuals.</p>	<p>The City continuously works with the Housing Authority of San Joaquin County in providing Housing Choice Vouchers to residents. In 2017, 54 of the Conway Homes received permits for rehabilitation. In 2018, the City committed two million dollars to phase two of the Sierra Vista apartments, which included 115 new units. The City approved the distribution of funding from the Housing and Homeless Assistance Program (HHAP) (in 2020 and 2021) and the Permanent Local Housing Assistance program (PLHA) (in 2021) to provide housing and supportive services to special-needs households and individuals.</p> <p>Three rounds of HHAP funding have been released. The City of Stockton's current allocations total \$17,407,480:</p> <ul style="list-style-type: none"> <li>• Round 1: \$6,460,266</li> <li>• Round 2: \$3,053,944</li> <li>• Round 3: \$7,893,270</li> </ul>	Continue and expand to address Assembly Bill (AB) 686, including promoting voucher use in high and moderate resource areas (as identified by the California Tax Credit Allocation Committee (TCAC)/HCD).

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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
	<p>Round 1 and Round 2 funds have been received and are in the process of being disbursed to homeless service providers and affordable housing developers to meet a variety of needs, including shelter expansions and operations and new permanent housing projects.</p> <p>On June 21, 2022, the City approved a multi-year spending plan for HHAP funds and authorized the submission of the HHAP Round 3 application. On September 4, 2022, CAL ICH approved the City's request for HHAP Round 3 funds; however, the formal agreement to accept and appropriate funds is still in process.</p>	
<p><b>Program 7: State and Federal Funding</b>                      The City shall continue to apply annually for Federal entitlement funds under the CDBG, HOME and ESG Programs, and shall pursue additional State and Federal funding that becomes available during the planning period. The City shall 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.</p>	<p>Funding sources are evaluated annually. In the 2017-2018 fiscal year (FY), the City of Stockton received a total of \$5,533,127 from the United States Department of Housing and Urban Development (HUD), the following are the entitlement allocations:</p> <ul style="list-style-type: none"> <li>• CDBG - \$3,451,760</li> <li>• HOME - \$1,190,818</li> <li>• ESG - \$283,028</li> <li>• Special "extra" allocation - \$607,521</li> </ul> <p>In FY 2018-2019, the City received a total of \$5,501,322 from HUD, the following are the entitlement allocations:</p> <ul style="list-style-type: none"> <li>• CDBG - \$3,451,760</li> <li>• HOME - \$1,759,186</li> <li>• ESG - \$290,376</li> </ul> <p>In FY 2019-2020, the City received a total of \$5,234,705 from HUD, the following are the entitlement allocations:</p> <ul style="list-style-type: none"> <li>• CDBG - \$3,329,801</li> <li>• HOME - \$1,612,015</li> <li>• ESG - \$292,889</li> </ul> <p>In FY 2020-2021, the City received a total of \$16,240,671 from HUD, the following are the entitlement allocations:</p> <ul style="list-style-type: none"> <li>• CDBG - \$3,427,828</li> <li>• HOME - \$1,593,808</li> <li>• ESG - \$292,582</li> <li>• CDBG CARES Act funding - \$1,859,563</li> <li>• CDBG CV 1 - \$2,016,786</li> <li>• ESG CV1/CV2 - \$7,050,104</li> </ul> <p>In FY 2021-2022, the City received a total of \$11,822,452 from HUD, the following are the entitlement allocations:</p> <ul style="list-style-type: none"> <li>• CDBG - \$3,388,867</li> </ul>	Continue

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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
	<ul style="list-style-type: none"> <li>HOME - \$1,760,529</li> <li>HOME ARPA - \$6,380,677</li> <li>ESG - \$292,379</li> </ul> <p>The City also received Redevelopment Successor Agency Repayments to CDBG every year, portions of which were allocated to the Housing Loan Pool.</p> <p>The distribution of funds varies and are as follows: HOME funds are allocated as gap financing for affordable housing developers through an annual competitive application process. CDBG funds are used for the Single-Family Repair Loan Program, the Single-Family Emergency Repair Program, and to support housing organizations, such as San Joaquin Fair Housing. ESG funds are allocated to local emergency shelters homeless services, rapid re-housing, and rental assistance services.</p> <p>In 2021, the City applied for or received funding from a number of State and federal funding sources, including REAP, HomeKey, PLHA, and HHAP.</p> <ul style="list-style-type: none"> <li>-HHAP \$17,407,480</li> <li>-REAP (SJCOG) \$621,150</li> <li>-HomeKey-2 (2022 - Villa D' Flore) \$4,072,280</li> <li>-HomeKey-1 (Town Center Studios) \$680,004</li> <li>-PLHA \$10,268,580 (\$2,053,716/yr over 5 yrs)</li> <li>-LEAP (HCD) \$750,000</li> <li>-REAP 2.0 (SJCOG NOFA coming soon)</li> </ul>	
<p><b>Program 8: Continue to Operate Down Payment Assistance Program</b></p> <p>The City shall continue to administer its Down Payment Assistance Program for low-income first-time homebuyers using a variety of funding sources including CDBG and HOME funds.</p>	<p>The City continues to operate the Down Payment Assistance Program, which lends up to \$10,000 in assistance, or 5 percent of the purchase price plus the closing costs and accessibility repairs for persons with physical impairments. No loans were awarded between 2017 and 2023. In 2022, the City decided to merge this program with the Home Key program.</p>	<p>Combine with Program 7 and continue</p>
<p><b>Program 9: Priority Sewer and Water Service for Affordable Housing</b></p> <p>The City shall adopt policies and procedures to provide priority sewer and water service for developments that include lower income housing units, consistent with State law (Government Code Section 65589.7).</p>	<p>The City intends to implement this program as part of the currently underway Development Code Update.</p>	<p>Continue</p>
<p><b>Program 10: Inclusionary Housing Evaluation</b></p> <p>The City shall conduct a study to investigate the feasibility of an Inclusionary Housing Program. The study shall include an analysis of the potential options and requirements, such as the appropriate percentage of affordable units, income eligibility criteria, methods by which developers could meet</p>	<p>In 2020, the City contracted with consultants to conduct a study for the feasibility of an Inclusionary Housing Program. This study was completed in 2021. The study concluded that the current market in the city doesn't support an inclusionary requirement. Further consideration of a voluntary inclusionary requirement or potential inclusion of affordable units as part of</p>	<p>Delete</p>

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the requirements, appropriate resale restrictions on ownership units, and time frame for affordability of units. Based on the findings of the study, the City Council shall consider adoption of an inclusionary housing program, as appropriate.	development agreements are being considered by the city moving forward.	
<p><b>Program 11: Infill Strategy</b> The City shall develop a strategy to facilitate the development of infill projects in the Downtown and Greater Downtown Areas. The Infill Strategy shall identify actions and incentives to promote infill development. These strategies and incentives could include allowing less restrictive height limits, setbacks, and parking requirements; planning infrastructure improvements; and streamlining the permitting process.</p>	<p>The Downtown Infrastructure Infill Incentive Program, approved in 2015, provides financial incentives to eligible parties in developing new market-rate residential, commercial, or mixed-use projects in Downtown Stockton. This program will expire in 2025, unless extended by the City Council.</p> <p>During the 2018-2019 fiscal year (FY), The City allocated \$900,000 in CDBG funds for the Downtown Infrastructure Infill Incentive Program. Additionally, during the 2018-2019 FY, the City was awarded a \$600,000 Environmental Protection Agency (EPA) Brownfields Assessment Grant in partnership with San Joaquin Council of Governments (SJCOG) and the City's Successor Agency. The City contracted with a consultant in 2019 to prepare a Brownfields Site Revitalization Program. Assessment activities will continue to focus on the city's downtown and waterfront. The grant award is split evenly between evaluating sites with hazardous substances and petroleum contamination; it will be used to conduct six preliminary (Phase I) and five advanced (Phase II) environmental site assessments and to prepare an area-wide plan and three site-specific plans. Grant funds also will be used to update the site inventory, prioritize sites, and support community outreach activities.</p> <p>Several of the zoning strategies have already been implemented as part of the 2020-2022 Phased Code update, and remaining items will also be implemented in the 2023 Code overhaul.</p>	Continue
<p><b>Program 12: Infill Site Assembly</b> The City shall actively work with local property owners and developers to assist in the consolidation and assembly of small infill parcels for residential projects, particularly as it related to parcels listed in the sites inventory and parcels with multiple owners. The City shall process lot mergers ministerially, and shall offer incentives, such as expedited processing, in addition to the incentives already offered to infill development.</p>	The City continued to look for opportunities to work with and assist local property owners and developers in the consolidation and assembly of small infill parcels for residential projects, but not many consolidations occurred. As specified in Stockton Municipal Code Section 16.200.030, lot consolidation requests are processed ministerially. The City is updating infill requirements in the Development Code as part of the Comprehensive Development Code Update. The City is also working on mapping potential infill sites that are vacant and ready for development as part of the Housing Action Plan, current underway.	Continue
<p><b>Program 13: Development Outside Infill Areas</b> The City shall submit for City Council adoption amendments to the General Plan to ensure that development outside City limits as of the effective date of the Settlement Agreement does not occur in a manner that is out of balance with infill development (i.e., development within existing city limits). These proposed amendments shall include measures limiting the granting of</p>	<p>The City adopted its 2040 General Plan in 2018. It includes goals and actions on greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) that stem from the City's Climate Action Plan (CAP) and will continue to be implemented through entitlement and the Capital Improvement Plan (CIP) projects review. This Plan includes these actions:</p> <ul style="list-style-type: none"> <li>• <b>Action LU-6.1F:</b> Evaluate and implement adjustments to the Public Facilities Fee (PFF) structure to encourage development in areas</li> </ul>	Delete

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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
<p>entitlements for projects (i.e., specific plan, master plan, or other projects of significance) outside the City limits until firm, effective milestones that will assure that specified levels of infill development, jobs-housing balance goals, and greenhouse gas (GHG) and vehicle miles traveled (VMT) reduction goals, once established, are met. As part of this process, the City shall consider the impacts on the cost, supply, and affordability of housing.</p>	<p>where infrastructure is already present and ensure that non-infill development pays its fair share of anticipated citywide capital facilities and operational costs.</p> <ul style="list-style-type: none"> <li>• <b>Action LU-6.2A:</b> Develop and implement an infill incentive program that encourages infill development through expedited permitting, changes in fee structures, prioritizing infrastructure improvements in infill areas, property owner and/or landlord incentives to maintain property and reduce blight, and/or other strategies. As part of this program, the City defines and prioritizes categories of infill types based on land use and residential density or nonresidential intensity.</li> <li>• <b>Action LU-6.2B:</b> Ensure prioritization of development and redevelopment of vacant, underutilized, and blighted infill areas be considered through strategies such as zoning changes and strategies to avoid gentrification.</li> <li>• <b>Action LU-6.5A:</b> Require preparation of a fiscal impact analysis for large development projects and annexations to ensure a full accounting of infrastructure and public service costs and require fiscal mitigations when necessary.</li> </ul> <p>As part of this program, the City defines and prioritizes categories of infill types based on land use and residential density or nonresidential intensity.</p>	
<p><b>Program 14: Development Code Amendment for Compliance with State Law</b> The City shall amend the Development Code to allow care homes for six persons or fewer in the RE zone to fully comply with State law, which requires State licensed group homes for six or fewer to be treated as a single family home.</p>	<p>This program was completed in 2020. However, state law has changed and new requirement will need to be addressed.</p>	<p>Combine with Program 15 and modify to address current State law</p>
<p><b>Program 15: Review Development Code Standards for Possible Revision</b> Following the Comprehensive General Plan Update, the City shall review and evaluate the Development Code for consistency and shall explore ways to maximize housing opportunities on small lots. Possible changes to the Development Code might include:</p> <ul style="list-style-type: none"> <li>• Reducing the minimum lot area required for a PUD or the possibility of creating an alternative zoning designation for smaller lot developments of less than 2 acres. The purpose of this alternative zoning designation would be to allow different development standards to permit higher densities in infill areas.</li> </ul>	<p>Since adoption of the 2040 General Plan in 2018, the City has amended the Development Code in two phases to remove AUP requirements for high multifamily residential development citywide, allow accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) with flexible development standards, reduce or eliminate parking for specific housing developments, maximized local Density Bonuses to allow 100% bonuses, and increased allowable densities. The City completed additional amendments related to Zoning Map and General Plan inconsistencies in a third phase in 2022.</p> <p>The City is partway through a Comprehensive Development Code Update. Completion is anticipated in 2023.</p>	<p>Modify to remove completed items, add any new State law requirements. The modified program will be implemented through the currently underway Comprehensive Development Code Update.</p>

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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
<ul style="list-style-type: none"> <li>• Reviewing site development standards to see if there are ways to use space more effectively in order to develop more units and usable open space.</li> <li>• Only permitting single-family homes within RM and RH zones for isolated parcels that cannot feasibly be developed in a more intense fashion.</li> <li>• Reviewing development standards for homes on small lots (e.g., reduced setbacks, parking, yard requirements).</li> <li>• Removing the AUP requirement for high density residential development in the Greater Downtown.</li> <li>• Reducing the minimum lot area required for a PUD or the possibility of creating an alternative zoning designation for smaller lot developments of less than 2 acres. The purpose of this alternative zoning designation would be to allow different development standards to permit higher densities in infill areas.</li> </ul>		
<p><b>Program 16: Monitor Article 34 Authorization</b>            The City shall request voter approval on a future ballot for its Article 34 Authorization, which expires in 2020. Thereafter, the City shall annually monitor the number of remaining units allowed under its Article 34 authorization and schedule a new election when needed to limit the lack of authorization as a constraint to the development of affordable housing.</p>	<p>Measure K, which required a simple majority, passed with 74.86% of the electorate participating in the 2018 election. The election results were ratified by the Stockton City Council at the regularly scheduled meeting on December 18, 2018. The City continues to monitor the remaining number of units authorized. SCA-2 was signed into law in 2022, which will place a repeal of Article 34 on the 2024 California ballot.</p>	<p>Delete</p>
<p><b>Program 17: Fiscally-Positive Impact Fees</b>            The City shall develop and adopt impact fees on new development or other ongoing funding mechanisms (e.g., community facilities districts) in accordance with State law to ensure that all development outside the existing City limits as of the effective date of the Settlement Agreement (i.e., non-infill areas) is fiscally-positive to the City. Specific details of the fee structure shall be determined as part of the comprehensive strategy for implementing the Settlement Agreement. As part of this process, the City shall consider the impacts on the cost, supply, and affordability of housing and ensure that fees do not unduly constrain housing development.</p>	<p>Approved in 2018, the Greater Downtown Stockton Residential Development Public Facilities Fees (PFFs) Exemption Program provides a waiver for certain PFFs for all new residential development within the Greater Downtown Stockton area. The Citywide Affordable Housing Development Public Facilities Fees Exemption Program provides an exemption for certain PFFs for new affordable housing developments within city limits. For other developments that do not qualify under these two programs, the City's Stockton Economic Stimulus Plan (SESP) provides a fee reduction for single-family and multifamily residential projects and a 50% fee reduction for commercial and industrial projects within city limits. The SESP Program will expire when the City completes the Master Infrastructure Plans and PFF Nexus Study, and when the new fees are in effect. The City is considering modifying this program to only address multi-family projects.</p>	<p>Modify and continue</p>

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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
<p><b>Program 18: Preserve At-Risk Units</b> The City shall continue to work with owners of “at-risk” projects to discuss the timing of a possible sale and potential sales price. The City shall ensure owners have met the tenant noticing requirements as set forth in California Government Code Sections 65863.10 and 65863.11. The City shall contact non-profit housing providers that work in the Stockton area to see if any are interested in acquiring and rehabilitating “at-risk” projects. Assuming there is interest, the City shall provide technical assistance as needed and funding as available to these housing providers.</p>	<p>During the 5th Housing Element Cycle, there were four affordable housing projects with a total of 552 units at risk of conversion prior to December 31, 2025:</p> <ul style="list-style-type: none"> <li>• Steamboat Landing (150 units, 2023)</li> <li>• Village East (190 units, 2022)</li> <li>• Hammer Lane Village (130 units, 2017)</li> <li>• Silvercrest (82 units, 2016)</li> </ul>	Continue and update to comply with current State law
<p><b>Program 19: Housing Rehabilitation Programs</b> The City shall continue to administer its owner-occupied loan program and emergency repair program using a variety of funding sources including CDBG and HOME funds.</p>	The City continues to administer its owner-occupied rehabilitation loan program and emergency repair program, including the Single-Family Loan Program and the Single-Family Emergency Repair Program. The City uses HUD funds to operate these programs.	Continue
<p><b>Program 20: Code Enforcement Programs</b> The City shall continue to inspect housing units in targeted areas to check for building code violations. In situations where properties cannot be rehabilitated, the City will continue to enforce the removal and replacement of substandard units.</p>	The City continued to inspect housing units in targeted areas to check for building code violations throughout the planning period.	Continue
<p><b>Program 21: Neighborhood Stabilization Program Funds</b> The City shall use the remaining Neighborhood Stabilization Program funds to rehabilitate foreclosed properties.</p>	The program’s funds were used to purchase and rehabilitate foreclosed properties. In 2017, the City acquired and/or rehabilitated six apartment complexes.	Delete
<p><b>Program 22: Point-in-Time Homeless Count</b> The City shall continue to participate in the countywide Point-in-Time homeless count to determine the number and characteristics of both sheltered and unsheltered homeless in San Joaquin County.</p>	The City collaborated with the San Joaquin Continuum of Care (CoC) for the 2019 Point-in-Time Count (PIT). The City continues to work with the CoC to determine the appropriate time to conduct the next PIT homeless count, considering the circumstances of the COVID-19 pandemic. This effort will continue but this program does not need to be included in the Housing Element so will be deleted.	Delete
<p><b>Program 23: Continue to Support Organizations Assisting Homeless Persons</b> Continue to Support Organizations Assisting Homeless Persons: The City shall annually apply for and continue to pursue State and Federal funds available to the City, private donations, and volunteer assistance to support homeless shelters. The City shall continue to provide financial assistance from its Emergency Solutions Grant (ESG) funding to homeless service providers and continue to support additional development of shelter facilities as requested by shelter providers. In addition, the City shall</p>	The City has received ESG funds from HUD every year since 2016, as detailed earlier in this table. The City allocates ESG funds to local emergency shelter homeless services, rapid re-housing, rental assistance services, and the Homeless Management Information System (HMIS). As part of the 2020-2025 Consolidated Plan update completed in 2020, the City reviewed and acknowledged the need to support the acquisition, rehabilitation, or construction of emergency shelter facilities.	Continue

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review the need for additional shelter facilities and services when it updates its Consolidated Plan.		
<p><b>Program 24: Reasonable Accommodation Public Outreach</b> The City shall prepare public information brochures and website information on reasonable accommodations for disabled persons and translate the materials to provide information to residents with language barriers, The City shall make this information available at the public counter and distribute the materials to community groups and organizations that represent persons with disabilities.</p>	All City-funded affordable housing projects and supportive service programs affirmatively further fair housing by marketing the projects/programs to those least likely to apply. The marketing materials are forwarded to agencies that target individuals with disabilities, homeless persons, and low-income households of various ethnicities and backgrounds.	Continue, combine with Program 27
<p><b>Program 25: Continue to Assist the Disabled in Community Development Block Grant Project Areas</b> The City shall continue to include special provisions for housing the disabled in CDBG project areas, including mobility grants for homes (e.g., Emergency Repair Program) and handicapped accessibility features.</p>	The City funded the Disability Resource Agency for Independent Living (DRAIL) with \$30,000 allocated in CDBG funds in the 2018-2019 fiscal year (FY) and \$15,000 in the 2019-2020 FY. The City also provided \$7,550 in the 2019-2020 FY and \$13,330 in the 2020-2021 FY of CDBG funding to the Community Center for the Blind and Visually Impaired (CBVI).	Continue
<p><b>Program 26: Assist Farm Workers</b> The City shall continue to provide ongoing assistance to farm laborers by working with the San Joaquin Housing Authority, San Joaquin County, agricultural employers, farm labor housing advocates, and the development community to develop affordable, decent housing for farm workers.</p>	The City continued to work with the San Joaquin Housing Authority, San Joaquin County, agricultural employers, farm labor housing advocates, and the development community to identify opportunities to develop affordable, decent housing for farm workers.	Continue
<p><b>Program 27: Housing for Persons with Developmental Disabilities</b> The City shall work with the Valley Mountain Regional Center to implement an outreach program that informs families within the city on housing and services available for persons with developmental disabilities. The program could include the development of an informational brochure, posting information on the City's website, and/or conducting workshops.</p>	<p>The City continued to work with the Valley Mountain Regional Center to implement an outreach program.</p> <p>The City has provided capital and operating funding to nonprofit developers to encourage the development of new housing for persons with disabilities, including those with developmental disabilities, and for the improvement of existing housing units occupied by persons with disabilities. There hasn't been as much funding for this type of project in recent years.</p>	Continue, combine with Program 24
<p><b>Program 28: Analysis of Impediments to Fair Housing</b> The City shall review and update its Analysis of Impediments to Fair Housing Report every five years.</p>	The City updated its Analysis of Impediments to Fair Housing Report in 2020.	Combine into a new fair housing program and continue
<p><b>Program 29: Fair Housing Referrals and Brochures</b> The City shall continue to provide funds from its CDBG Program to San Joaquin County Fair Housing to provide fair housing counseling and education and outreach efforts to city residents. In addition to providing contact information for San Joaquin Fair Housing on the City's website (under the Housing Division), the City shall continue to make referrals to Fair Housing as issues/cases come to the City's</p>	The City continuously provided CDBG funding to San Joaquin County Fair Housing. The City continued to coordinate with San Joaquin County Fair Housing and provided resources and contact information on the City's website. Staffing resource limitations have prevented additional accomplishments under this program.	Continue and expand to address AB 686



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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
attention. The City shall also work with Fair Housing to periodically review and update fair housing brochures that are provided to the public and posted to the City's website. The City shall distribute fair housing information at City offices, the library, community centers, and other community facilities.		
<p><b>Program 30: Property Assessed Clean Energy (PACE) Program.</b></p> <p>The City shall continue to provide programs for property owners to finance the purchase and installation of infrastructure improvements to their properties with no up-front costs for: renewable energy, energy and water efficiency improvements, water conservation upgrades, and/or electric vehicle charging.</p>	The City continued to offer the Property Assessed Clean Energy (PACE) Program.	Continue
<p><b>Program 31: Green-Up Stockton</b></p> <p>The City shall continue to encourage voluntary energy assessments for existing housing units built prior to November 1, 2002. The City shall continue to work with community services agencies and PG&amp;E and other funding sources to identify funding and incentivize residential energy efficiency projects.</p>	The City continued to encourage voluntary energy assessments for existing housing units.	Continue
<p><b>Program 32: Weatherization Activities</b></p> <p>The City shall advertise local weatherization programs by posting information on the City website and distributing fliers and brochures, and shall refer elderly homeowners, low-income households within certain income limits, and the general public, to agencies offering weatherization programs.</p>	The City uses HUD funding for the owner-occupied Single-Family Repair Loan Program and the Single-Family Emergency Repair Program, which includes weatherization activities. The programs are advertised on the City's website.	Continue
<p><b>Program 33: Annual Housing Element Implementation Reporting</b></p> <p>The City shall review and report annually on the implementation of Housing Element programs for the prior calendar year and present the annual report to the City Council at a public hearing before submitting the annual report to the Department of Housing and Community Development (HCD) and the Office of Planning and Research (OPR).</p>	The City annually presents the Annual Housing Element report to the City Council at a public hearing.	Delete
<p><b>Program 34: Annual Staff Review</b></p> <p>The City shall conduct annual staff meetings to review the City's progress in implementing the Housing Element and addressing housing issues, especially issues relating to affordable housing and special needs housing. The City shall use these meetings to coordinate Housing Element</p>	The City conducts annual staff meetings with departmental staff, particularly Economic Development (ED) and Community Development (CD), to communicate regularly on issues related to the Housing Element and addressing housing issues in Stockton. In 2020, CD staff launched an initiative, alongside ED, to create the City's first Housing Action Plan (HAP). The City is drafting it concurrently with its 6th Cycle Housing Element, with an	Delete

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PROGRAM	STATUS OF PROGRAM IMPLEMENTATION	RECOMMENDATION TO CONTINUE, MODIFY, OR DELETE
implementation with all City departments (e.g., Public Works, Fire, Police, Economic Development, and Recreation).	anticipated completion date of March 2023. The HAP is funded by a Local Early Action Planning (LEAP) grant.	

# APPENDIX A: LAND INVENTORY ANALYSIS

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Table A-1: Sites Inventory

FULL SITE # (3-24-2023)	ADDRESS	APN	CONSOLIDATED SITES	GENERAL PLAN	ZONING	MINIMUM DENSITY (2022)	MAXIMUM DENSITY (2022)	PARCEL ACREAGE	REALISTIC CAPACITY MODIFIER	SITE STATUS	PUBLICLY-OWNED	IDENTIFIED IN PRIOR PLANNING CYCLE(S)	LOWER INCOME CAPACITY	MODERATE INCOME CAPACITY	ABOVE MODERATE INCOME CAPACITY	TOTAL CAPACITY	NOTES	FEMA 500YR FLOOD	USACE 200YR FLOOD	FEMA 100YR FLOOD	DAM INUNDATION AREA
1-1	348 W MARKET ST STOCKTON CA 95203	13733001	Yes, 1-1 through 1-5	Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	Yes - City Owned	4th and 5th	7			7		Yes	No	No	Yes
1-2	338 W MARKET ST STOCKTON CA 95203	13733002	Yes, 1-1 through 1-5	Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	YES - Special District-Owned	4th and 5th	7			7		Yes	No	No	Yes
1-3	326 W MARKET ST STOCKTON CA 95203	13733003	Yes, 1-1 through 1-5	Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	YES - Special District-Owned	4th and 5th	7			7		Yes	No	No	Yes
1-4	318 W MARKET ST STOCKTON CA 95203	13733004	Yes, 1-1 through 1-5	Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	YES - Special District-Owned	4th and 5th	7			7		Yes	No	No	Yes
1-5	115 S MONROE ST STOCKTON CA 95203	13733020	Yes, 1-1 through 1-5	Commercial	CD(CORE)	20	136	0.73	0.5	Vacant	YES - Special District-Owned	4th and 5th	49			49		Yes	No	No	Yes
1-6	248 W MARKET ST STOCKTON CA 95203	13733008	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.07	0.5	Vacant	YES - Special District-Owned	5th	4			4		Yes	No	No	Yes
1-7	248 W MARKET ST & STOCKTON CA 95203	13733009	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.05	0.5	Vacant	YES - Special District-Owned	4th and 5th	3			3		Yes	No	No	Yes
1-8	240 W MARKET ST STOCKTON CA 95203	13733010	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	YES - Special District-Owned	4th and 5th	7			7		Yes	No	No	Yes
1-9	226 W MARKET ST STOCKTON CA 95203	13733011	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	YES - Special District-Owned	4th and 5th	7			7		Yes	No	No	Yes
1-10	220 W MARKET ST STOCKTON CA 95203	13733012	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	YES - Special District-Owned	4th and 5th	7			7		Yes	No	No	Yes
1-11	214 W MARKET ST STOCKTON CA 95203	13733013	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.06	0.5	Vacant	YES - Special District-Owned	4th and 5th	4			4		Yes	No	No	Yes
1-12	103 S MADISON ST STOCKTON CA 95202	13733014	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.09	0.5	Vacant	YES - Special District-Owned	4th and 5th	6			6		Yes	No	No	Yes
1-13	115 S MADISON ST STOCKTON CA 95202	13733015	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.09	0.5	Vacant	YES - Special District-Owned	4th and 5th	6			6		Yes	No	No	Yes
1-14	119 S MADISON ST STOCKTON CA 95202	13733016	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.17	0.5	Vacant	YES - Special District-Owned	4th and 5th	11			11		Yes	No	No	Yes

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FULL SITE # (3-24-2023)	ADDRESS	APN	CONSOLIDATED SITES	GENERAL PLAN	ZONING	MINIMUM DENSITY (2022)	MAXIMUM DENSITY (2022)	PARCEL ACREAGE	REALISTIC CAPACITY MODIFIER	SITE STATUS	PUBLICLY-OWNED	IDENTIFIED IN PRIOR PLANNING CYCLE(S)	LOWER INCOME CAPACITY	MODERATE INCOME CAPACITY	ABOVE MODERATE INCOME CAPACITY	TOTAL CAPACITY	NOTES	FEMA 500YR FLOOD	USACE 200YR FLOOD	FEMA 100YR FLOOD	DAM INUNDATION AREA
1-15	125 S MADISON ST STOCKTON CA 95202	13733017	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.17	0.5	Vacant	YES - Special District-Owned	4th and 5th	11			11		Yes	No	No	Yes
1-16	126 S MONROE ST STOCKTON CA 95203	13733018	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.15	0.5	Vacant	YES - Special District-Owned	4th and 5th	10			10		Yes	No	No	Yes
1-17	124 S MONROE ST STOCKTON CA 95203	13733019	Yes, 1-6 through 1-17	Commercial	CD(CORE)	20	136	0.17	0.5	Vacant	YES - Special District-Owned	4th and 5th	11			11		Yes	No	No	Yes
1-18	855 W WEBER AV STOCKTON CA 95203	14519003	Yes, 1-18 through 1-21	Commercial	CD(CORE)	20	136	1.97	0.5	Vacant	Yes - City Owned		134			134		Yes	No	Yes	Yes
1-19	833 W WEBER AV STOCKTON CA 95203	14527006	Yes, 1-18 through 1-21	Commercial	CD(CORE)	20	136	3.73	0.5	Vacant	Yes - City Owned		253			253		Yes	No	Yes	Yes
1-20	705 W WEBER AV STOCKTON CA 95203	14527009	Yes, 1-18 through 1-21	Commercial	CD(CORE)	20	136	3.08	0.5	Vacant	Yes - City Owned		209			209		Yes	No	Yes	Yes
1-21	1 *UNASSIGNED STOCKTON CA 95203	14527010	Yes, 1-18 through 1-21	Commercial	CD(CORE)	20	136	0.29	0.5	Vacant	Yes - City Owned		19			19		Yes	No	No	Yes
1-22	537 N ARGONAUT ST STOCKTON CA 95203	13525034		Medium Density Residential	RM	8.8	17.4	0.16	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
1-23	835 W FREMONT ST STOCKTON CA 95203	13544213		Commercial	CN(CORE)	20	136	0.12	0.5	Vacant	NO - Privately-Owned			8		8		Yes	No	Yes	Yes
1-24	1 *UNASSIGNED STOCKTON CA 95203	13545029		Commercial	CD(CORE)	20	136	0.17	0.5	Vacant	NO - Privately-Owned			11		11		No	No	Yes	Yes
1-25	1 *UNASSIGNED STOCKTON CA 95203	13545030		Commercial	CD(CORE)	20	136	0.17	0.5	Vacant	NO - Privately-Owned			11		11		No	No	Yes	Yes
1-26	1 *UNASSIGNED STOCKTON CA 95203	13545032		Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned			7		7		No	No	Yes	Yes
1-27	433 N STOCKTON ST STOCKTON CA 95203	13545038		Commercial	CD(CORE)	20	136	0.12	0.5	Vacant	NO - Privately-Owned			8		8		No	No	Yes	Yes
1-28	137 W OAK ST STOCKTON CA 95202	13719006		Administrative Professional	CO(CORE)	20	136	0.13	0.5	Vacant	NO - Privately-Owned	4th and 5th		8		8		Yes	No	No	Yes
1-29	604 N COMMERCE ST STOCKTON CA 95202	13719021		Administrative Professional	CO(CORE)	20	136	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		11		11		Yes	No	No	Yes
1-30	528 N VAN BUREN ST STOCKTON CA 95203	13720204		High Density Residential	RH(CORE)	20	136	0.17	0.8	Vacant	NO - Privately-Owned	5th		18		18		Yes	No	No	Yes
1-31	522 N VAN BUREN ST STOCKTON CA 95203	13720217		Commercial	CN(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
1-32	519 N LINCOLN ST STOCKTON CA 95203	13721408		Commercial	CG(CORE)	20	136	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		11		11		Yes	No	Yes	Yes

Note: Prescribed densities within the CD, CG, CN, CO and RH zones depends on whether a site is located in the downtown core, the greater downtown or outside of the downtown. For sites in these zones, the entries in the zoning column in the table include "Core" "Greater" or "Outside" to indicate the site's location.

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1-33	525 W FREMONT ST STOCKTON CA 95203	13721411		Commercial	CG(CORE)	20	136	0.33	0.5	Vacant	NO - Privately-Owned	4th and 5th		22		22		Yes	No	Yes	Yes
1-34	530 W FREMONT ST STOCKTON CA 95203	13725011		Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned			7		7		No	No	Yes	Yes
1-35	504 W FREMONT ST && STOCKTON CA 95203	13725016		Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned			7		7		No	No	Yes	Yes
1-36	518 W FREMONT ST STOCKTON CA 95203	13725027		Commercial	CD(CORE)	20	136	0.29	0.5	Vacant	NO - Privately-Owned			19		19		No	No	Yes	Yes
1-37	1 *UNASSIGNED STOCKTON CA 95203	13726033		Commercial	CD(CORE)	20	136	0.36	0.5	Vacant	Yes - City Owned			24		24		Yes	No	No	Yes
1-38	321 W WEBER AV STOCKTON CA 95203	13727023		Parks and Recreation	CD(CORE)	20	136	1.24	0.5	Vacant	NO - Privately-Owned	5th		84		84		Yes	No	Yes	Yes
1-39	109 S VAN BUREN ST STOCKTON CA 95203	13736026		Commercial	CD(CORE)	20	136	0.54	0.5	Vacant	YES - Special District-Owned	4th and 5th	36			36		Yes	No	No	Yes
1-40	120 S LINCOLN ST STOCKTON CA 95203	13736027		Commercial	CD(CORE)	20	136	0.3	0.5	Vacant	YES - Special District-Owned	4th and 5th		20		20		Yes	No	No	Yes
1-41	401 W WASHINGTON ST STOCKTON CA 95203	13736028		Commercial	CD(CORE)	20	136	0.13	0.5	Vacant	YES - Special District-Owned	4th and 5th		8		8		Yes	No	No	Yes
1-42	102 S LINCOLN ST STOCKTON CA 95203	13736039		Commercial	CD(CORE)	20	136	0.21	0.5	Vacant	YES - Special District-Owned	4th and 5th		14		14		Yes	No	No	Yes
1-43	1 *UNASSIGNED STOCKTON CA 95203	13736058		Commercial	CD(CORE)	20	136	0.22	0.5	Vacant	NO - Privately-Owned			14		14		Yes	No	No	Yes
1-44	666 W WEBER AV STOCKTON CA 95203	13737002		Commercial	CD(CORE)	20	136	0.88	0.5	Vacant	Yes - City Owned	4th and 5th	59			59		Yes	No	No	Yes
1-45	504 W WEBER AV STOCKTON CA 95203	13737003		Commercial	CD(CORE)	20	136	2.86	0.5	Vacant	Yes - City Owned	4th and 5th	194			194		Yes	No	No	Yes
1-46	625 N SAN JOAQUIN ST STOCKTON CA 95202	13906014		Commercial	CD(CORE)	20	136	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		11		11		Yes	No	No	Yes
1-47	613 N GRANT ST STOCKTON CA 95202	13922307		High Density Residential	CD(CORE)	20	136	0.13	0.5	Vacant	NO - Privately-Owned	5th		8		8		Yes	No	No	Yes
1-48	622 N STANISLAUS ST STOCKTON CA 95202	13922312		High Density Residential	CD(CORE)	20	136	0.15	0.5	Vacant	NO - Privately-Owned	4th and 5th		10		10		Yes	No	No	Yes
1-49	845 E OAK ST STOCKTON CA 95202	13922509		High Density Residential	CD(CORE)	20	136	0.23	0.5	Vacant	NO - Privately-Owned	4th and 5th		15		15		Yes	No	No	Yes

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1-50	831 E OAK ST STOCKTON CA 95202	13922510		High Density Residential	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
1-51	821 E OAK ST STOCKTON CA 95202	13922511		High Density Residential	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
1-52	815 E OAK ST STOCKTON CA 95202	13922512		High Density Residential	CD(CORE)	20	136	0.12	0.5	Vacant	NO - Privately-Owned	4th and 5th		8		8		Yes	No	No	Yes
1-53	442 N SUTTER ST 404 STOCKTON CA 95202	13923001		Commercial	CD(CORE)	20	136	0.21	0.5	Vacant	NO - Privately-Owned	4th and 5th		14		14		Yes	No	No	Yes
1-54	537 E LINDSAY ST STOCKTON CA 95202	13923018		Commercial	CG(CORE)	20	136	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		11		11		Yes	No	No	Yes
1-55	519 E LINDSAY ST STOCKTON CA 95202	13923021		Commercial	CG(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
1-56	437 E MINER AV STOCKTON CA 95202	13924017		Commercial	CD(CORE)	20	136	0.35	0.5	Vacant	NO - Privately-Owned	4th and 5th		23		23		Yes	No	No	Yes
1-57	206 N SUTTER ST STOCKTON CA 95202	13925003		Commercial	CD(CORE)	20	136	0.46	0.5	Vacant	NO - Privately-Owned			31		31		Yes	No	No	Yes
1-58	532 E MINER AV STOCKTON CA 95202	13925008		Commercial	CD(CORE)	20	136	0.14	0.5	Vacant	NO - Privately-Owned	5th		9		9		Yes	No	No	Yes
1-59	544 E MINER AV STOCKTON CA 95202	13925027		Commercial	CD(CORE)	20	136	0.23	0.5	Vacant	NO - Privately-Owned	5th		15		15		Yes	No	No	Yes
1-60	621 E WEBER AV STOCKTON CA 95202	13927014		Commercial	CD(CORE)	20	136	0.8	0.5	Vacant	NO - Privately-Owned	4th and 5th	54			54		Yes	No	No	Yes
1-61	814 CHANNEL ST STOCKTON CA 95202	13928012		Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned	5th		7		7		Yes	No	No	Yes
1-62	721 E MAIN ST STOCKTON CA 95202	14918021		Commercial	CD(CORE)	20	136	0.34	0.5	Vacant	Yes - City Owned			23		23		Yes	No	No	Yes
1-63	925 E MINER AV STOCKTON CA 95202	15111005		Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
1-64	128 N AURORA ST STOCKTON CA 95202	15115014		Commercial	CD(CORE)	20	136	0.11	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
2-1	1816 RIVER DR STOCKTON CA 95204	11131024		Low Density Residential	RL	0	8.7	0.53	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		No	No	Yes	Yes
2-2	1819 PRINCETON AV STOCKTON CA 95204	11134006		Low Density Residential	RL	0	8.7	0.65	0.8	Vacant	NO - Privately-Owned	4th and 5th		4		4		No	No	Yes	Yes
2-3	1747 PRINCETON AV STOCKTON CA 95204	11134012		Low Density Residential	RL	0	8.7	0.25	0.8	Vacant	NO - Privately-Owned			1		1		No	No	Yes	Yes
2-4	2000 MARSHALL AV STOCKTON CA 95204	11709014		Institutional	RH(OUTSIDE)	17.5	30	6.75	0.8	Vacant	NO - Privately-Owned		162			162		Yes	No	No	Yes

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2-5	2446 COUNTRY CLUB BL STOCKTON CA 95204	12304005		Low Density Residential	RL	0	8.7	0.28	0.8	Vacant	NO - Privately-Owned			1		1		No	No	Yes	Yes
2-6	2442 COUNTRY CLUB BL STOCKTON CA 95204	12304010		Low Density Residential	RL	0	8.7	0.57	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		No	No	Yes	Yes
2-7	2433 CANAL DR STOCKTON CA 95204	12304049		Low Density Residential	RL	0	8.7	0.83	0.8	Vacant	NO - Privately-Owned	4th and 5th		5		5		No	No	Yes	Yes
2-8	2204 CANAL DR STOCKTON CA 95204	12330043		Low Density Residential	RL	0	8.7	0.32	0.8	Vacant	NO - Privately-Owned			2		2		No	No	Yes	Yes
2-9	2838 N CALIFORNIA ST STOCKTON CA 95204	12536021		Administrative Professional	CO(OUTSIDE)	17.5	30	1.39	0.5	Vacant	NO - Privately-Owned	4th and 5th	20			20		Yes	No	No	Yes
2-10	453 HAMPTON ST STOCKTON CA 95204	12537015		Medium Density Residential	RM	8.8	17.4	0.16	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
2-11	557 E PINE ST STOCKTON CA 95204	12538008		Administrative Professional	CO(OUTSIDE)	17.5	30	0.12	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-12	539 E PINE ST STOCKTON CA 95204	12538010		Administrative Professional	CO(OUTSIDE)	17.5	30	0.15	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
2-13	437 E PINE ST STOCKTON CA 95204	12538018		Administrative Professional	CO(OUTSIDE)	17.5	30	0.12	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-14	20 W WYANDOTTE ST STOCKTON CA 95204	12703036		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
2-15	1502 N EL DORADO ST STOCKTON CA 95204	12708018		Commercial	CG(OUTSIDE)	17.5	30	0.32	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
2-16	406 CHESTNUT ST STOCKTON CA 95204	12714018		Medium Density Residential	CO(OUTSIDE)	17.5	30	0.14	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
2-17	2121 N CALIFORNIA ST STOCKTON CA 95204	12716212		Administrative Professional	CO(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-18	2031 N CALIFORNIA ST STOCKTON CA 95204	12717121		Administrative Professional	CO(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-19	420 CHESTNUT ST STOCKTON CA 95204	12718022		Medium Density Residential	CO(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-20	417 E WALNUT ST STOCKTON CA 95204	12718029		Medium Density Residential	CO(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-21	415 E WALNUT ST STOCKTON CA 95204	12718030		Medium Density Residential	CO(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-22	411 E WALNUT ST STOCKTON CA 95204	12718031		Medium Density Residential	CO(OUTSIDE)	17.5	30	0.12	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-23	409 E WALNUT ST STOCKTON CA 95204	12718032		Medium Density Residential	CO(OUTSIDE)	17.5	30	0.14	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes

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2-24	1811 MARSHALL AV STOCKTON CA 95205	12728034		Low Density Residential	RL	0	8.7	3.39	0.8	Vacant	NO - Privately-Owned			23		23		Yes	No	No	Yes
2-25	1 *UNASSIGNED STOCKTON CA 95203	13319038		Low Density Residential	RM	8.8	17.4	0.2	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
2-26	2177 MONTE DIABLO AV STOCKTON CA 95203	13323068		Medium Density Residential	RM	8.8	17.4	0.15	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
2-27	1852 SHIMIZU DR STOCKTON CA 95203	13346006		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
2-28	1002 N YOSEMITE ST STOCKTON CA 95203	13539314		Commercial	CN(GREATER)	20	90	0.12	0.5	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
2-29	340 W HARDING WY STOCKTON CA 95204	13708001		Commercial	CG(GREATER)	20	90	0.32	0.5	Vacant	NO - Privately-Owned	4th and 5th		14		14		Yes	No	No	Yes
2-30	320 W HARDING WY STOCKTON CA 95204	13708002		Commercial	CG(GREATER)	20	90	0.18	0.5	Vacant	NO - Privately-Owned			8		8		Yes	No	No	Yes
2-31	133 W MAGNOLIA ST STOCKTON CA 95202	13712211		High Density Residential	RH(GREATER)	20	90	0.1	0.8	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
2-32	17 W MAGNOLIA ST STOCKTON CA 95202	13712410		High Density Residential	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
2-33	747 N CENTER ST STOCKTON CA 95202	13718028		High Density Residential	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
2-34	39 W PARK ST STOCKTON CA 95202	13718032		High Density Residential	RH(GREATER)	20	90	0.12	0.8	Vacant	NO - Privately-Owned	4th and 5th		8		8		Yes	No	No	Yes
2-35	107 W PARK ST STOCKTON CA 95202	13718040		High Density Residential	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
2-36	231 E ROSE ST STOCKTON CA 95202	13903023		Low Density Residential	CO(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
2-37	741 N HUNTER ST STOCKTON CA 95202	13905403		Commercial	CD(GREATER)	20	90	0.23	0.5	Vacant	NO - Privately-Owned			10		10		Yes	No	No	Yes
2-38	748 N HUNTER ST STOCKTON CA 95202	13905601		Commercial	CO(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
2-39	719 N CALIFORNIA ST STOCKTON CA 95202	13917407		Commercial	CG(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
2-40	701 N CALIFORNIA ST STOCKTON CA 95202	13917408		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
2-41	435 E PARK ST STOCKTON CA 95202	13917409		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
2-42	425 E PARK ST STOCKTON CA 95202	13917410		Commercial	CO(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes

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2-43	1028 N SUTTER ST STOCKTON CA 95202	13918032		Low Density Residential	CO(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
3-1	821 PLEASANT AV & STOCKTON CA 95205	14104017	Yes, 3-1 through 3-3	Commercial	CG(OUTSIDE)	17.5	30	0.12	0.5	Vacant	NO - Privately-Owned	4th and 5th	1			1		Yes	No	No	Yes
3-2	821 PLEASANT AV STOCKTON CA 95205	14104018	Yes, 3-1 through 3-3	Commercial	CG(OUTSIDE)	17.5	30	0.28	0.5	Vacant	NO - Privately-Owned	4th and 5th	4			4		Yes	No	No	Yes
3-3	740 N WILSON WY STOCKTON CA 95205	14107022	Yes, 3-1 through 3-3	Commercial	CG(OUTSIDE)	17.5	30	6	0.5	Vacant	NO - Privately-Owned	4th and 5th	90			90		Yes	No	No	Yes
3-4	1220 E MINER AV STOCKTON CA 95205	15116026	Yes, 3-4 and 3-5	Commercial	CN(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4	Priority Neighborhood Site #7. Cabral Station neighborhood.	Yes	No	No	Yes
3-5	220 N PILGRIM ST STOCKTON CA 95205	15116059	Yes, 3-4 and 3-5	Commercial	CN(GREATER)	20	90	0.3	0.5	Vacant	NO - Privately-Owned	4th and 5th		13		13	Priority Neighborhood Site #7. Cabral Station neighborhood.	Yes	No	No	Yes
3-6		14308061		Commercial	CG(OUTSIDE)	17.5	30	3.5	0.5	Vacant	NO - Privately-Owned	5th	52			52		Yes	No	No	No
3-7	1240 KLINGER RD STOCKTON CA 95205	11710006		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
3-8	2225 WEST LN STOCKTON CA 95205	11710007		Commercial	CG(OUTSIDE)	17.5	30	0.14	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
3-9	1920 N WILSON WY STOCKTON CA 95205	11714024		Commercial	CG(OUTSIDE)	17.5	30	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
3-10	1926 N WILSON WY STOCKTON CA 95205	11714026		Commercial	CG(OUTSIDE)	17.5	30	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
3-11	1934 N WILSON WY STOCKTON CA 95205	11714028		Commercial	CG(OUTSIDE)	17.5	30	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
3-12	1064 WATERLOO RD STOCKTON CA 95205	14105039		Commercial	CG(OUTSIDE)	17.5	30	0.34	0.5	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
3-13	1 *UNASSIGNED STOCKTON CA 95205	14109035		Commercial	CG(OUTSIDE)	17.5	30	0.21	0.5	Vacant	NO - Privately-Owned			3		3		Yes	No	No	Yes
3-14	2653 E FREMONT ST STOCKTON CA 95205	14308028		Commercial	CG(OUTSIDE)	17.5	30	0.36	0.5	Vacant	NO - Privately-Owned	4th and 5th		5		5		Yes	No	No	No
3-15	704 N FILBERT ST STOCKTON CA 95205	14308036		Medium Density Residential	RM	8.8	17.4	1.3	0.8	Vacant	NO - Privately-Owned	4th and 5th		18		18		Yes	No	No	No
3-16	738 N FILBERT ST F STOCKTON CA 95205	14308037		Medium Density Residential	RM	8.8	17.4	2.54	0.8	Vacant	NO - Privately-Owned	4th and 5th		35		35		Yes	No	No	No

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3-17	829 N GOLDEN GATE AV STOCKTON CA 95205	14346016		Low Density Residential	RL	0	8.7	0.29	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	No
3-18	1 *UNASSIGNED STOCKTON CA 95205	15108036		Commercial	CN(GREATER)	20	90	0.4	0.5	Vacant	NO - Privately-Owned			18		18		Yes	No	No	Yes
3-19	647 N UNION ST STOCKTON CA 95205	15108037		Commercial	CN(GREATER)	20	90	0.64	0.5	Vacant	NO - Privately-Owned		28			28		Yes	No	No	Yes
3-20	640 N UNION ST STOCKTON CA 95205	15108049		Commercial	CN(GREATER)	20	90	0.47	0.5	Vacant	NO - Privately-Owned			21		21		Yes	No	No	Yes
3-21	1121 E OAK ST STOCKTON CA 95205	15108054		Commercial	CN(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
3-22	1221 E OAK ST STOCKTON CA 95205	15109111		Commercial	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
3-23	1025 E LINDSAY ST STOCKTON CA 95205	15112002		Commercial	CN(GREATER)	20	90	0.34	0.5	Vacant	NO - Privately-Owned			15		15		Yes	No	No	Yes
3-24	1004 E LINDSAY ST STOCKTON CA 95205	15112050		Commercial	CN(GREATER)	20	90	1.03	0.5	Vacant	NO - Privately-Owned		46			46		Yes	No	No	Yes
3-25	1 *UNASSIGNED STOCKTON CA 95205	15112054		Commercial	CN(GREATER)	20	90	0.34	0.5	Vacant	NO - Privately-Owned			15		15		Yes	No	No	Yes
3-26	425 N UNION ST STOCKTON CA 95205	15112062		Commercial	CN(GREATER)	20	90	0.7	0.5	Vacant	NO - Privately-Owned		31			31		Yes	No	No	Yes
3-27	336 N AIRPORT WY STOCKTON CA 95205	15113031		Commercial	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
3-28	1139 CHANNEL ST B STOCKTON CA 95205	15116015		Commercial	CN(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
3-29	1435 E WEBER AV STOCKTON CA 95205	15117033		Commercial	CN(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
3-30	1328 CHANNEL ST STOCKTON CA 95205	15117040		Commercial	CN(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
3-31	139 N SIERRA NEVADA ST STOCKTON CA 95205	15117043		Commercial	CN(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
3-32	1339 E WEBER AV STOCKTON CA 95205	15117045		Commercial	CN(GREATER)	20	90	0.1	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
3-33	1327 E WEBER AV STOCKTON CA 95205	15117046		Commercial	CN(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
3-34	1102 E WEBER AV STOCKTON CA 95205	15120301		Commercial	CN(GREATER)	20	90	0.34	0.5	Vacant	NO - Privately-Owned	4th and 5th		15		15		Yes	No	No	Yes
3-35	1135 E MAIN ST STOCKTON CA 95205	15120308		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes

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3-36	1140 E MAIN ST STOCKTON CA 95205	15120406		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
3-37	1226 E MAIN ST STOCKTON CA 95205	15120603		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
3-38	20 S PILGRIM ST STOCKTON CA 95205	15120615		Commercial	RH(GREATER)	20	90	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		12		12		Yes	No	No	Yes
3-39	1424 E WEBER AV STOCKTON CA 95205	15121016		Commercial	CN(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
3-40	34 S SIERRA NEVADA ST STOCKTON CA 95205	15121036		Commercial	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
3-41	1348 E MAIN ST STOCKTON CA 95205	15121042		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
3-42	1405 E MAIN ST STOCKTON CA 95205	15121061		Commercial	CG(GREATER)	20	90	0.36	0.5	Vacant	NO - Privately-Owned	4th and 5th		16		16		Yes	No	No	Yes
3-43	1120 E MARKET ST STOCKTON CA 95205	15124005		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
3-44	1134 E MARKET ST STOCKTON CA 95205	15124008		Commercial	RH(GREATER)	20	90	0.19	0.8	Vacant	NO - Privately-Owned	4th and 5th		13		13		Yes	No	No	Yes
3-45	1346 E MARKET ST STOCKTON CA 95205	15125106		Commercial	RH(GREATER)	20	90	0.12	0.8	Vacant	NO - Privately-Owned	4th and 5th		8		8		Yes	No	No	Yes
3-46	129 S SIERRA NEVADA ST STOCKTON CA 95205	15125108		Commercial	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
3-47	1604 E LINDSAY ST STOCKTON CA 95205	15302027		Medium Density Residential	RM	8.8	17.4	0.16	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
3-48	1602 E LINDSAY ST STOCKTON CA 95205	15302036		Medium Density Residential	RM	8.8	17.4	0.18	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
3-49	36 N WILSON WY STOCKTON CA 95205	15304018		Commercial	CG(OUTSIDE)	17.5	30	0.71	0.5	Vacant	NO - Privately-Owned		10		10		Yes	No	No	Yes	
3-50	1649 CHANNEL ST STOCKTON CA 95205	15306005		Medium Density Residential	RM	8.8	17.4	0.12	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
3-51	1902 E MARKET ST STOCKTON CA 95205	15309060		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
3-52	1914 MYRTLE ST STOCKTON CA 95205	15309061		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
3-53	1918 MYRTLE ST STOCKTON CA 95205	15309062		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes

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3-54	2169 E MAIN ST STOCKTON CA 95205	15310504		Commercial	CG(OUTSIDE)	17.5	30	0.16	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
3-55	2269 FINLAND AV STOCKTON CA 95205	15315040		Medium Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
3-56	2202 E LAFAYETTE ST STOCKTON CA 95205	15320201		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
3-57	2371 MARSH ST STOCKTON CA 95205	15320616		Commercial	CG(OUTSIDE)	17.5	30	0.2	0.5	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	No
3-58	2498 E LAFAYETTE ST STOCKTON CA 95205	15321013		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	No
3-59	1710 E MAIN ST STOCKTON CA 95205	15502020		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
3-60	1718 E MARKET ST STOCKTON CA 95205	15522003		Commercial	CG(OUTSIDE)	17.5	30	0.14	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
3-61	1736 E MARKET ST STOCKTON CA 95205	15522005		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
3-62	111 S LOCUST ST STOCKTON CA 95205	15522007		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
3-63	156 DELLA ST STOCKTON CA 95205	15522055		Medium Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
3-64	120 S LOCUST ST STOCKTON CA 95205	15522061		Commercial	CG(OUTSIDE)	17.5	30	0.25	0.5	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	Yes
3-65	2136 E MAIN ST STOCKTON CA 95205	15524005		Commercial	CG(OUTSIDE)	17.5	30	0.1	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
3-66	2144 E MAIN ST STOCKTON CA 95205	15524030		Commercial	CG(OUTSIDE)	17.5	30	0.1	0.5	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
3-67	2274 E MAIN ST STOCKTON CA 95205	15535008		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
3-68	809 SHARON AV STOCKTON CA 95205	15538029		Medium Density Residential	RM	8.8	17.4	0.29	0.8	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	No
3-69	2414 E WORTH ST STOCKTON CA 95205	15539023		Medium Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	No
3-70	2426 E MAIN ST STOCKTON CA 95205	15541007		Commercial	CG(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
3-71	2428 E MAIN ST STOCKTON CA 95205	15541008		Commercial	CG(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
3-72	2409 E MAIN ST STOCKTON CA 95205	15542001		Commercial	CG(OUTSIDE)	17.5	30	0.48	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	No

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3-73	2531 E MAIN ST STOCKTON CA 95205	15543022		Commercial	CG(OUTSIDE)	17.5	30	0.1	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
3-74	2849 E LAFAYETTE ST STOCKTON CA 95205	15703013		Low Density Residential	RL	0	8.7	0.4	0.8	Vacant	Yes - City Owned			2		2		Yes	No	No	No
3-75	639 DAVID AV STOCKTON CA 95205	15709030		Commercial	CG(OUTSIDE)	17.5	30	0.22	0.5	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	No
3-76	2935 E MAIN ST STOCKTON CA 95205	15709031		Commercial	CG(OUTSIDE)	17.5	30	0.16	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	No
3-77	2919 E MAIN ST STOCKTON CA 95205	15709032		Commercial	CG(OUTSIDE)	17.5	30	0.19	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	No
3-78	2915 E MAIN ST STOCKTON CA 95205	15709033		Commercial	CG(OUTSIDE)	17.5	30	0.15	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	No
3-79	3002 E MAIN ST STOCKTON CA 95205	15710318		Commercial	CG(OUTSIDE)	17.5	30	0.64	0.5	Vacant	NO - Privately-Owned	4th and 5th	9			9		Yes	No	No	No
3-80		15710319		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
3-81	1037 NETHERTON AV STOCKTON CA 95205	15711019		Low Density Residential	RL	0	8.7	0.21	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
3-82	1114 SULLIVAN AV STOCKTON CA 95205	15713002		Low Density Residential	RL	0	8.7	0.38	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	No
3-83	1106 BURKETT AV STOCKTON CA 95205	15713005		Low Density Residential	RL	0	8.7	1.38	0.8	Vacant	NO - Privately-Owned	4th and 5th		9		9		Yes	No	No	No
3-84	935 S BROADWAY AV STOCKTON CA 95205	15716006		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
3-85	716 S WINDSOR AV STOCKTON CA 95205	15717038		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
4-1	550 W SONORA ST STOCKTON CA 95203	14703001	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.23	0.5	Vacant	NO - Privately-Owned		10			10		Yes	No	No	Yes
4-2	524 W SONORA ST STOCKTON CA 95203	14703002	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-3	407 S LINCOLN ST STOCKTON CA 952033311	14703003	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.34	0.5	Vacant	NO - Privately-Owned		15			15		Yes	No	No	Yes
4-4	413 S LINCOLN ST STOCKTON CA 95203	14703004	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned		7			7		Yes	No	No	Yes
4-5	427 S LINCOLN ST STOCKTON CA 95203	14703005	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned		7			7		Yes	No	No	Yes
4-6	443 S LINCOLN ST STOCKTON CA 95203	14703006	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes

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4-7	511 W CHURCH ST STOCKTON CA 95203	14703007	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-8	521 W CHURCH ST STOCKTON CA 95203	14703008	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-9	525 W CHURCH ST STOCKTON CA 95203	14703009	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-10	533 W CHURCH ST STOCKTON CA 95203	14703010	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-11	446 S HARRISON ST STOCKTON CA 95203	14703011	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-12	428 S HARRISON ST STOCKTON CA 95203	14703012	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-13	424 S HARRISON ST STOCKTON CA 95203	14703013	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-14	420 S HARRISON ST STOCKTON CA 95203	14703014	Yes, 4-1 through 4-14	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned		4			4		Yes	No	No	Yes
4-15	30 W LAFAYETTE ST STOCKTON CA 95203	13731006	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.37	0.5	Vacant	NO - Privately-Owned	4th and 5th	16			16		Yes	No	No	Yes
4-16	28 W LAFAYETTE ST STOCKTON CA 95203	13731007	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.03	0.5	Vacant	NO - Privately-Owned	4th and 5th	1			1		Yes	No	No	Yes
4-17	22 W LAFAYETTE ST STOCKTON CA 95203	13731008	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.05	0.5	Vacant	NO - Privately-Owned	4th and 5th	2			2		Yes	No	No	Yes
4-18	2 W LAFAYETTE ST STOCKTON CA 95203	13731009	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th	4			4		Yes	No	No	Yes
4-19	317 S CENTER ST STOCKTON CA 95203	13731010	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.14	0.5	Vacant	NO - Privately-Owned	4th and 5th	6			6		Yes	No	No	Yes
4-20	325 S CENTER ST STOCKTON CA 95203	13731011	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	5th	4			4		Yes	No	No	Yes
4-21	339 S CENTER ST STOCKTON CA 95203	13731012	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.23	0.5	Vacant	NO - Privately-Owned	4th and 5th	10			10		Yes	No	No	Yes
4-22	1 *UNASSIGNED STOCKTON CA 95203	13731013	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.23	0.5	Vacant	NO - Privately-Owned	4th and 5th	10			10		Yes	No	No	Yes
4-23	40 W SONORA ST STOCKTON CA 95203	13731014	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.06	0.5	Vacant	NO - Privately-Owned	4th and 5th	2			2		Yes	No	No	Yes
4-24	31 W SONORA ST STOCKTON CA 95203	13731015	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.06	0.5	Vacant	NO - Privately-Owned	4th and 5th	2			2		Yes	No	No	Yes
4-25	43 W SONORA ST STOCKTON CA 95203	13731016	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th	4			4		Yes	No	No	Yes

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4-26	47 W SONORA ST STOCKTON CA 95203	13731017	Yes, 4-15 through 4-26	Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th	4			4		Yes	No	No	Yes
4-27	2211 S AIRPORT WY STOCKTON CA 95206	16908049	Yes, 4-27 through 4-30	Administrative Professional	CN(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-28	2211 S AIRPORT WY & STOCKTON CA 95206	16908050	Yes, 4-27 through 4-30	Administrative Professional	CN(OUTSIDE)	17.5	30	0.12	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-29	2347 S AIRPORT WY STOCKTON CA 95206	16909051	Yes, 4-27 through 4-30	Administrative Professional	CN(OUTSIDE)	17.5	30	0.48	0.5	Vacant	NO - Privately-Owned		7			7	Priority Neighborhood Site #2. South Airport Way neighborhood.	Yes	No	No	Yes
4-30	2361 S AIRPORT WY STOCKTON CA 95206	16909052	Yes, 4-27 through 4-30	Administrative Professional	CN(OUTSIDE)	17.5	30	0.23	0.5	Vacant	NO - Privately-Owned		3			3	Priority Neighborhood Site #2. South Airport Way neighborhood.	Yes	No	No	Yes
4-31	2244 S AIRPORT WY STOCKTON CA 95206	16915101	Yes, 4-31 and 4-32	Commercial	CG(OUTSIDE)	17.5	30	0.9	0.5	Vacant	Yes - City Owned	4th and 5th		13		13	Priority Neighborhood Site #1. South Airport Way neighborhood.	Yes	No	No	Yes
4-32	2226 S AIRPORT WY STOCKTON CA 95206	16916301	Yes, 4-31 and 4-32	Commercial	CG(OUTSIDE)	17.5	30	0.71	0.5	Vacant	Yes - City Owned			10		10	Priority Neighborhood Site #1. South Airport Way neighborhood.	Yes	No	No	Yes
4-33	411 S STANISLAUS ST & STOCKTON CA 95203	14926120		Commercial	RH(GREATER)	20	90	1.66	0.8	Vacant	Yes - City Owned	5th	119			119	Priority Neighborhood Site #4. Little Manila / Gleason Park.	Yes	No	No	Yes
4-34		14729412		Commercial	CG(GREATER)	20	90	0.69	0.5	Vacant	NO - Privately-Owned		31			31		Yes	No	No	Yes
4-35	507 S LINCOLN ST STOCKTON CA 95203	14703017		Commercial	CG(GREATER)	20	90	0.98	0.5	Vacant	NO - Privately-Owned		44			44		Yes	No	No	Yes
4-36	510 W CHURCH ST STOCKTON CA 95203	14703018		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
4-37	547 S LINCOLN ST STOCKTON CA 95203	14703020		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
4-38	819 S LINCOLN ST STOCKTON CA 95206	14705004		Industrial	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-39	821 S LINCOLN ST STOCKTON CA 95206	14705005		Medium Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-40	822 S HARRISON ST STOCKTON CA 95206	14705011		Medium Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-41	645 W ANDERSON ST STOCKTON CA 95206	14705077		Medium Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes

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4-42	1321 S VAN BUREN ST STOCKTON CA 95206	14707605		Low Density Residential	CG(GREATER)	20	90	0.34	0.5	Vacant	NO - Privately-Owned			15		15		Yes	No	No	Yes
4-43	201 TURNPIKE RD STOCKTON CA 95206	14708604		Commercial	CG(GREATER)	20	90	0.15	0.5	Vacant	NO - Privately-Owned	4th and 5th		6		6		Yes	No	No	Yes
4-44	1201 S CENTER ST STOCKTON CA 95206	14716003		Commercial	CG(GREATER)	20	90	0.31	0.5	Vacant	NO - Privately-Owned	4th and 5th		13		13		Yes	No	No	Yes
4-45	1203 S CENTER ST STOCKTON CA 95206	14716004		Commercial	CG(GREATER)	20	90	0.57	0.5	Vacant	NO - Privately-Owned		25			25		Yes	No	No	Yes
4-46	1220 S EL DORADO ST STOCKTON CA 95206	14716023		Commercial	CG(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
4-47	44 E CLAY ST STOCKTON CA 95206	14716028		Commercial	CG(GREATER)	20	90	0.23	0.5	Vacant	NO - Privately-Owned	4th and 5th		10		10		Yes	No	No	Yes
4-48	44 W CLAY ST STOCKTON CA 95206	14716032		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
4-49	1113 S EL DORADO ST STOCKTON CA 95206	14719007		Commercial	CN(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
4-50	35 E JACKSON ST STOCKTON CA 95206	14719010		Commercial	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
4-51	223 E JEFFERSON ST STOCKTON CA 95206	14720112		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-52	1140 S SAN JOAQUIN ST STOCKTON CA 95206	14720313		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-53	915 S SAN JOAQUIN ST STOCKTON CA 95206	14721208		Low Density Residential	RM	8.8	17.4	0.16	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-54	820 S SUTTER ST STOCKTON CA 95206	14721510		Commercial	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-55	804 S SUTTER ST STOCKTON CA 95206	14721511		Commercial	CG(GREATER)	20	90	0.52	0.5	Vacant	NO - Privately-Owned		23			23		Yes	No	No	Yes
4-56	702 S SAN JOAQUIN ST STOCKTON CA 95203	14722008		Commercial	CG(GREATER)	20	90	0.26	0.5	Vacant	NO - Privately-Owned			11		11		Yes	No	No	Yes
4-57	1 *UNASSIGNED STOCKTON CA 95203	14722011		Commercial	CG(GREATER)	20	90	0.35	0.5	Vacant	NO - Privately-Owned			15		15		Yes	No	No	Yes
4-58	713 S CALIFORNIA ST STOCKTON CA 95203	14723002		Commercial	CG(GREATER)	20	90	0.78	0.5	Vacant	NO - Privately-Owned		35			35		Yes	No	No	Yes
4-59	440 E WORTH ST STOCKTON CA 95206	14724005		Low Density Residential	CN(GREATER)	20	90	0.21	0.5	Vacant	NO - Privately-Owned			9		9		Yes	No	No	Yes
4-60	918 S CALIFORNIA ST B STOCKTON CA 95206	14724037		Low Density Residential	RM	8.8	17.4	0.25	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	Yes

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4-61	1120 S AMERICAN ST STOCKTON CA 95206	14727033		Low Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-62	1219 S STANISLAUS ST STOCKTON CA 95206	14727040		Low Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-63	627 E WORTH ST STOCKTON CA 95206	14729207		Commercial	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-64	817 S GRANT ST STOCKTON CA 95206	14729402		Commercial	CG(GREATER)	20	90	0.34	0.5	Vacant	NO - Privately-Owned			15		15		Yes	No	No	Yes
4-65	825 S GRANT ST STOCKTON CA 95206	14729403		Commercial	CG(GREATER)	20	90	0.34	0.5	Vacant	NO - Privately-Owned			15		15		Yes	No	No	Yes
4-66	707 E WORTH ST STOCKTON CA 95206	14729409		Commercial	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-67	747 S GRANT ST STOCKTON CA 95203	14730005		Commercial	CG(GREATER)	20	90	0.46	0.5	Vacant	Yes - City Owned			20		20		Yes	No	Yes	Yes
4-68	720 S STANISLAUS ST STOCKTON CA 95203	14730006		Commercial	CG(GREATER)	20	90	0.92	0.5	Vacant	NO - Privately-Owned		41			41		Yes	No	Yes	Yes
4-69	635 S AURORA ST STOCKTON CA 95203	14730007		Commercial	CG(GREATER)	20	90	2	0.5	Vacant	NO - Privately-Owned		90			90		Yes	No	No	Yes
4-70	904 S GRANT ST STOCKTON CA 95206	14731003		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	5th		1		1		Yes	No	No	Yes
4-71	820 E WORTH ST STOCKTON CA 95206	14731005		Low Density Residential	RM	8.8	17.4	0.23	0.8	Vacant	NO - Privately-Owned	5th		3		3		Yes	No	No	Yes
4-72	1 *UNASSIGNED STOCKTON CA 95206	14731008		Low Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-73	926 S GRANT ST STOCKTON CA 95206	14731017		Low Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	5th		2		2		Yes	No	No	Yes
4-74	929 S AURORA ST STOCKTON CA 95206	14731019		Low Density Residential	RM	8.8	17.4	0.41	0.8	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
4-75	1306 S AMERICAN ST STOCKTON CA 95206	14734101		Low Density Residential	RM	8.8	17.4	0.23	0.8	Vacant	NO - Privately-Owned			3		3		Yes	No	No	Yes
4-76	810 E JACKSON ST STOCKTON CA 95206	14734402		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-77	111 E SONORA ST STOCKTON CA 95203	14906311		Commercial	CD(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
4-78	348 S EL DORADO ST STOCKTON CA 95203	14906312		Commercial	CD(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
4-79	134 E SONORA ST STOCKTON CA 95203	14906405		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes

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4-80	121 E CHURCH ST STOCKTON CA 95203	14906412		Commercial	CD(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
4-81	430 S EL DORADO ST STOCKTON CA 95203	14906413		Commercial	CD(GREATER)	20	90	0.38	0.5	Vacant	NO - Privately-Owned	4th and 5th		17		17		Yes	No	No	Yes
4-82	329 S SAN JOAQUIN ST STOCKTON CA 95203	14906507		Commercial	CD(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7	Priority Neighborhood Site #6. Little Manila / Gleason Park neighborhood.	Yes	No	No	Yes
4-83	231 E SONORA ST STOCKTON CA 95203	14906510		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
4-84	1 *UNASSIGNED STOCKTON CA 95203	14907041		Commercial	CG(GREATER)	20	90	0.68	0.5	Vacant	NO - Privately-Owned		30			30		Yes	No	No	Yes
4-85	319 E HAZELTON AV STOCKTON CA 95203	14908114		Commercial	CG(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
4-86	302 E HAZELTON AV STOCKTON CA 95203	14908202		Commercial	CG(GREATER)	20	90	0.52	0.5	Vacant	NO - Privately-Owned		23			23		Yes	No	Yes	Yes
4-87	539 S CALIFORNIA ST STOCKTON CA 95203	14908308		High Density Residential	RH(GREATER)	20	90	0.14	0.8	Vacant	NO - Privately-Owned	4th and 5th		10		10		Yes	No	No	Yes
4-88	547 S CALIFORNIA ST STOCKTON CA 95203	14908310		High Density Residential	RH(GREATER)	20	90	0.25	0.8	Vacant	NO - Privately-Owned	4th and 5th		18		18		Yes	No	No	Yes
4-89	518 S SUTTER ST STOCKTON CA 95203	14908316		High Density Residential	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
4-90	432 E HAZELTON AV STOCKTON CA 95203	14908408		Commercial	CG(GREATER)	20	90	0.18	0.5	Vacant	NO - Privately-Owned			8		8		Yes	No	No	Yes
4-91	701 S CALIFORNIA ST STOCKTON CA 95203	14908409		Commercial	CG(GREATER)	20	90	0.18	0.5	Vacant	NO - Privately-Owned			8		8		Yes	No	Yes	Yes
4-92	421 S SUTTER ST STOCKTON CA 95203	14909206		Commercial	RH(GREATER)	20	90	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		12		12		Yes	No	No	Yes
4-93	412 E LAFAYETTE ST STOCKTON CA 95203	14909302		Commercial	CD(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	Yes
4-94	1 *UNASSIGNED STOCKTON CA 95203	14909303		Commercial	CD(GREATER)	20	90	0.12	0.5	Vacant	NO - Privately-Owned	4th and 5th		5		5		Yes	No	No	Yes
4-95	320 S SUTTER ST STOCKTON CA 95203	14909313		Commercial	CD(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
4-96	528 E LAFAYETTE ST STOCKTON CA 95203	14909502		Commercial	CD(GREATER)	20	90	0.11	0.5	Vacant	Yes - City Owned	4th and 5th		4		4		Yes	No	No	Yes
4-97	317 S AMERICAN ST STOCKTON CA 95203	14909504		Commercial	CD(GREATER)	20	90	0.14	0.5	Vacant	Yes - City Owned	4th and 5th		6		6		Yes	No	No	Yes

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4-98	310 S CALIFORNIA ST STOCKTON CA 95203	14909516		Commercial	CD(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
4-99	712 E LAFAYETTE ST STOCKTON CA 95203	14926302		High Density Residential	RH(GREATER)	20	90	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
4-100	315 S GRANT ST STOCKTON CA 95203	14926308		High Density Residential	RH(GREATER)	20	90	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		12		12		Yes	No	No	Yes
4-101	745 E SONORA ST STOCKTON CA 95203	14926309		High Density Residential	RH(GREATER)	20	90	0.29	0.8	Vacant	NO - Privately-Owned	4th and 5th		20		20		Yes	No	No	Yes
4-102	635 S AURORA ST A STOCKTON CA 95203	14927055		Commercial	CG(GREATER)	20	90	1.38	0.5	Vacant	NO - Privately-Owned		62			62		Yes	No	No	Yes
4-103	760 E HAZELTON AV STOCKTON CA 95203	14927059		Commercial	CG(GREATER)	20	90	1.07	0.5	Vacant	NO - Privately-Owned		48			48		Yes	No	Yes	Yes
4-104	816 E HAZELTON AV STOCKTON CA 95203	14927061		Commercial	CG(GREATER)	20	90	0.62	0.5	Vacant	NO - Privately-Owned		27			27		Yes	No	No	Yes
4-105	822 E HAZELTON AV STOCKTON CA 95203	14927062		Commercial	CG(GREATER)	20	90	0.13	0.5	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
4-106	826 E HAZELTON AV STOCKTON CA 95203	14927063		Commercial	CG(GREATER)	20	90	0.13	0.5	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
4-107	830 E HAZELTON AV STOCKTON CA 95203	14927064		Commercial	CG(GREATER)	20	90	0.13	0.5	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
4-108	850 E HAZELTON AV STOCKTON CA 95203	14927065		Commercial	CG(GREATER)	20	90	0.13	0.5	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
4-109	342 S UNION ST STOCKTON CA 95205	15126014		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-110	326 S UNION ST STOCKTON CA 95205	15126015		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-111	1120 E SONORA ST STOCKTON CA 95205	15126020		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-112	1119 E CHURCH ST STOCKTON CA 95205	15126030		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	5th		1		1		Yes	No	No	Yes
4-113	1107 E CHURCH ST STOCKTON CA 95205	15126031		Low Density Residential	RM	8.8	17.4	0.23	0.8	Vacant	NO - Privately-Owned	5th		3		3		Yes	No	No	Yes
4-114	1125 E SONORA ST STOCKTON CA 95205	15126042		Low Density Residential	RM	8.8	17.4	0.23	0.8	Vacant	NO - Privately-Owned			3		3		Yes	No	No	Yes
4-115	619 S SIERRA NEVADA ST STOCKTON CA 95205	15129407		Low Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-116	1429 E HAZELTON AV STOCKTON CA 95205	15129507		Commercial	CG(GREATER)	20	90	0.11	0.5	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes

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4-117	615 S WILSON WY STOCKTON CA 95205	15129607		Commercial	CG(GREATER)	20	90	0.15	0.5	Vacant	NO - Privately-Owned			6		6		Yes	No	No	Yes
4-118	1321 E WORTH ST STOCKTON CA 95205	15131024		Medium Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-119	1423 E WORTH ST STOCKTON CA 95205	15131059		Medium Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-120	927 S SIERRA NEVADA ST STOCKTON CA 95205	15133309		Medium Density Residential	RM	8.8	17.4	0.15	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-121	1001 S WILSON WY STOCKTON CA 95205	15133409		Commercial	CG(GREATER)	20	90	0.23	0.5	Vacant	NO - Privately-Owned			10		10		Yes	No	No	Yes
4-122	924 S SIERRA NEVADA ST STOCKTON CA 95205	15133516		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-123	1145 E JACKSON ST STOCKTON CA 95205	15134007		Low Density Residential	RM	8.8	17.4	0.16	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-124	1112 E JACKSON ST STOCKTON CA 95205	15134012		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-125	1203 S PILGRIM ST STOCKTON CA 95205	15134013		Low Density Residential	RM	8.8	17.4	0.36	0.8	Vacant	NO - Privately-Owned			5		5		Yes	No	No	Yes
4-126	1215 S PILGRIM ST STOCKTON CA 95205	15134014		Low Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-127	1149 E CLAY ST STOCKTON CA 95205	15134016		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-128	1133 E CLAY ST STOCKTON CA 95205	15134018		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-129	1121 E CLAY ST STOCKTON CA 95205	15134019		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-130	1218 S UNION ST STOCKTON CA 95205	15134021		Low Density Residential	RM	8.8	17.4	0.23	0.8	Vacant	NO - Privately-Owned			3		3		Yes	No	No	Yes
4-131	1202 S PILGRIM ST STOCKTON CA 95205	15135009		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-132	1218 S PILGRIM ST STOCKTON CA 95205	15135010		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-133	1242 E JACKSON ST STOCKTON CA 95205	15135013		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-134	1215 S AIRPORT WY STOCKTON CA 95205	15135015		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-135	1227 S AIRPORT WY STOCKTON CA 95205	15135016		Low Density Residential	RM	8.8	17.4	0.11	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes

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4-136	1337 S PILGRIM ST STOCKTON CA 95205	15136012		Commercial	CG(GREATER)	20	90	0.17	0.5	Vacant	NO - Privately-Owned	4th and 5th		7		7		Yes	No	No	Yes
4-137	1140 E CLAY ST STOCKTON CA 95205	15136013		Commercial	CG(GREATER)	20	90	0.16	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
4-138	1313 E DR MARTIN LUTHER KING JR BL STOCKTON CA 95205	15137007		Commercial	CG(GREATER)	20	90	0.43	0.5	Vacant	NO - Privately-Owned			19		19		Yes	No	No	Yes
4-139	1517 E SCOTTS AV STOCKTON CA 95205	15506010		Commercial	CG(OUTSIDE)	17.5	30	0.12	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-140	731 DELLA ST STOCKTON CA 95205	15507011		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-141	1857 E JEFFERSON ST STOCKTON CA 95205	15513023		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-142	319 S LOCUST ST STOCKTON CA 95205	15519022		Medium Density Residential	RM	8.8	17.4	0.15	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-143	1819 E LAFAYETTE ST STOCKTON CA 95205	15522058		Medium Density Residential	RM	8.8	17.4	0.2	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-144	1909 E LAFAYETTE ST & STOCKTON CA 95205	15523026		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-145	226 S A ST STOCKTON CA 95205	15523033		Commercial	CG(OUTSIDE)	17.5	30	0.57	0.5	Vacant	NO - Privately-Owned	4th and 5th	8			8		Yes	No	No	Yes
4-147	3109 GASWELL LN STOCKTON CA 95206	16412027		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-148	1 *UNASSIGNED STOCKTON CA 95206	16504001		Commercial	CG(OUTSIDE)	17.5	30	0.23	0.5	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	Yes
4-149	1725 TURNPIKE RD STOCKTON CA 95206	16504021		Commercial	CG(OUTSIDE)	17.5	30	1.09	0.5	Vacant	NO - Privately-Owned	4th and 5th	16			16		Yes	No	No	Yes
4-150	1987 S MADISON ST STOCKTON CA 95206	16508062		Low Density Residential	RL	0	8.7	0.3	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-151	562 W SEVENTH ST STOCKTON CA 95206	16517049		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-152	2321 S MADISON ST STOCKTON CA 95206	16520214		Low Density Residential	RL	0	8.7	0.24	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-153	15 W NINTH ST STOCKTON CA 95206	16522001		Commercial	CG(OUTSIDE)	17.5	30	0.65	0.5	Vacant	NO - Privately-Owned	4th and 5th	9			9		Yes	No	No	Yes
4-154	2363 S EL DORADO ST STOCKTON CA 95206	16522002		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-155	2454 S HARRISON ST STOCKTON CA 95206	16526229		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes

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4-156	2470 S HARRISON ST STOCKTON CA 95206	16526230		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-157	1 *UNASSIGNED STOCKTON CA 95206	16528031		Low Density Residential	RL	0	8.7	0.83	0.8	Vacant	NO - Privately-Owned	4th and 5th		5		5		Yes	No	No	Yes
4-158	2935 S LINCOLN ST STOCKTON CA 95206	16528039		Low Density Residential	RL	0	8.7	3.07	0.8	Vacant	NO - Privately-Owned	4th and 5th		21		21		Yes	No	No	Yes
4-159	3076 TURNPIKE RD STOCKTON CA 95206	16528053		Commercial	CG(OUTSIDE)	17.5	30	2.35	0.5	Vacant	NO - Privately-Owned		35			35		Yes	No	No	Yes
4-160	2557 S MADISON ST STOCKTON CA 95206	16535045		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-161	2558 S MONROE ST STOCKTON CA 95206	16535046		Low Density Residential	RL	0	8.7	0.25	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-162	2220 S COMMERCE ST STOCKTON CA 95206	16536026		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-163	2253 S EL DORADO ST STOCKTON CA 95206	16536031		Commercial	CG(OUTSIDE)	17.5	30	0.43	0.5	Vacant	NO - Privately-Owned	4th and 5th		6		6		Yes	No	No	Yes
4-164	1445 S EL DORADO ST STOCKTON CA 95206	16702106		Commercial	CG(OUTSIDE)	17.5	30	0.16	0.5	Vacant	NO - Privately-Owned	5th		2		2		Yes	No	No	Yes
4-165	1451 S EL DORADO ST STOCKTON CA 95206	16702107		Commercial	CG(OUTSIDE)	17.5	30	0.16	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-166	1455 S EL DORADO ST STOCKTON CA 95206	16702108		Commercial	CG(OUTSIDE)	17.5	30	0.16	0.5	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-167	1434 S CENTER ST STOCKTON CA 95206	16702112		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-168	1 *UNASSIGNED STOCKTON CA 95206	16702113		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-169	1 *UNASSIGNED STOCKTON CA 95206	16702114		Commercial	CG(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
4-170	1521 S EL DORADO ST STOCKTON CA 95206	16702204		Commercial	CG(OUTSIDE)	17.5	30	0.16	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-171	1 *UNASSIGNED STOCKTON CA 95206	16705018		Low Density Residential	RL	0	8.7	0.27	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-172	1 *UNASSIGNED STOCKTON CA 95206	16705019		Low Density Residential	RL	0	8.7	0.28	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-173	2154 S EL DORADO ST STOCKTON CA 95206	16705021		Commercial	CG(OUTSIDE)	17.5	30	1.92	0.5	Vacant	NO - Privately-Owned	4th and 5th	28			28		Yes	No	No	Yes
4-174	2420 S EL DORADO ST STOCKTON CA 95206	16707001		High Density Residential	RH(OUTSIDE)	17.5	30	0.44	0.8	Vacant	NO - Privately-Owned	4th and 5th		10		10		Yes	No	No	Yes

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4-175	627 E SIXTH ST STOCKTON CA 95206	16711612		Low Density Residential	RL	0	8.7	0.35	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-176	1425 S CALIFORNIA ST STOCKTON CA 95206	16715030		Commercial	CG(OUTSIDE)	17.5	30	0.16	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-177	1702 S AURORA ST STOCKTON CA 95206	16719508		Low Density Residential	RL	0	8.7	0.34	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-178	644 WILLIAM MOSS BL STOCKTON CA 95206	16817001		High Density Residential	RH(OUTSIDE)	17.5	30	3.59	0.8	Vacant	NO - Privately-Owned	4th and 5th	86			86		Yes	No	No	Yes
4-179	600 WILLIAM MOSS BL STOCKTON CA 95206	16817002		High Density Residential	RH(OUTSIDE)	17.5	30	2.04	0.8	Vacant	NO - Privately-Owned	4th and 5th	49			49		Yes	No	No	Yes
4-180	1121 FOLSOM ST STOCKTON CA 95206	16904008		Commercial	CG(OUTSIDE)	17.5	30	0.54	0.5	Vacant	NO - Privately-Owned	4th and 5th	8			8		Yes	No	No	Yes
4-181	1795 S AIRPORT WY STOCKTON CA 95206	16905002		Commercial	CG(OUTSIDE)	17.5	30	1.75	0.5	Vacant	NO - Privately-Owned	4th and 5th	26			26		Yes	No	No	Yes
4-182	2051 S AIRPORT WY STOCKTON CA 95206	16907701		Administrative Professional	CN(OUTSIDE)	17.5	30	0.48	0.5	Vacant	NO - Privately-Owned			7		7		Yes	No	No	Yes
4-183	2135 S AIRPORT WY STOCKTON CA 95206	16907703		Administrative Professional	CN(OUTSIDE)	17.5	30	0.33	0.5	Vacant	Yes - City Owned			4		4		Yes	No	No	Yes
4-184	2427 S AIRPORT WY STOCKTON CA 95206	16910030		Administrative Professional	CO(OUTSIDE)	17.5	30	1.04	0.5	Vacant	NO - Privately-Owned		15			15		Yes	No	No	Yes
4-185	2427 S AIRPORT WY && STOCKTON CA 95206	16910042		Administrative Professional	CO(OUTSIDE)	17.5	30	0.18	0.5	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-186	2482 S AIRPORT WY STOCKTON CA 95206	16913325		Commercial	CG(OUTSIDE)	17.5	30	1.48	0.5	Vacant	NO - Privately-Owned	4th and 5th	22			22		Yes	No	No	Yes
4-187	1402 TWELFTH ST STOCKTON CA 95206	16913524		Commercial	CG(OUTSIDE)	17.5	30	0.76	0.5	Vacant	NO - Privately-Owned	4th and 5th	11			11		Yes	No	No	Yes
4-188	2348 S AIRPORT WY STOCKTON CA 95206	16915210		Commercial	CG(OUTSIDE)	17.5	30	0.59	0.5	Vacant	NO - Privately-Owned	4th and 5th	8			8	Priority Neighborhood Site #3. South Airport Way neighborhood.	Yes	No	No	Yes
4-189	1651 E SIXTH ST STOCKTON CA 95206	16919012		High Density Residential	RH(OUTSIDE)	17.5	30	0.12	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		Yes	No	No	Yes
4-190	1661 E SIXTH ST STOCKTON CA 95206	16919014		High Density Residential	RH(OUTSIDE)	17.5	30	0.21	0.8	Vacant	NO - Privately-Owned	4th and 5th		5		5		Yes	No	No	Yes
4-191	1707 E MARIPOSA RD STOCKTON CA 95205	17110007		Commercial	CG(OUTSIDE)	17.5	30	8.56	0.5	Vacant	NO - Privately-Owned		128			128		Yes	No	No	Yes
4-192	1 *UNASSIGNED STOCKTON CA 95206	17110014		Commercial	CG(OUTSIDE)	17.5	30	3.92	0.5	Vacant	NO - Privately-Owned		58			58		Yes	No	No	Yes

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4-193	1 *UNASSIGNED STOCKTON CA 95206	17110015		Commercial	CG(OUTSIDE)	17.5	30	8.26	0.5	Vacant	NO - Privately-Owned		123			123		Yes	No	No	Yes
4-194	1665 E MARIPOSA RD STOCKTON CA 95205	17110018		Commercial	CG(OUTSIDE)	17.5	30	0.77	0.5	Vacant	NO - Privately-Owned	4th and 5th	11			11		Yes	No	No	No
4-195	1667 E MARIPOSA RD STOCKTON CA 95205	17110019		Commercial	CG(OUTSIDE)	17.5	30	0.88	0.5	Vacant	NO - Privately-Owned	4th and 5th	13			13		Yes	No	No	No
4-196	1 *UNASSIGNED STOCKTON CA 95205	17110022		Commercial	CG(OUTSIDE)	17.5	30	0.11	0.5	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	No
4-197	1903 POCK LN STOCKTON CA 95205	17111006		Medium Density Residential	RM	8.8	17.4	0.3	0.8	Vacant	NO - Privately-Owned			4		4		Yes	No	No	No
4-198	2187 POCK LN STOCKTON CA 95205	17111014		Low Density Residential	RL	0	8.7	1.3	0.8	Vacant	NO - Privately-Owned	4th and 5th		9		9		Yes	No	No	Yes
4-199	2432 POCK LN STOCKTON CA 95205	17125029		Low Density Residential	RM	8.8	17.4	6.32	0.8	Vacant	NO - Privately-Owned			87		87		Yes	No	No	Yes
4-200	2432 POCK LN && STOCKTON CA 95205	17125032		Low Density Residential	RM	8.8	17.4	1.6	0.8	Vacant	NO - Privately-Owned			22		22		Yes	No	No	Yes
4-201	2085 E MARIPOSA RD STOCKTON CA 95205	17129004		Commercial	CG(OUTSIDE)	17.5	30	0.54	0.5	Vacant	NO - Privately-Owned		8			8		Yes	No	No	No
4-202	3319 FARMINGTON RD STOCKTON CA 95205	17304025		Low Density Residential	RL	0	8.7	1.76	0.8	Vacant	NO - Privately-Owned			12		12		Yes	No	No	No
4-203	3411 FARMINGTON RD STOCKTON CA 95205	17304049		Low Density Residential	RL	0	8.7	0.63	0.8	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	No	No	No
4-204	1 *UNASSIGNED STOCKTON CA 95205	17305028		Low Density Residential	RL	0	8.7	0.3	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	No
4-205	1 *UNASSIGNED STOCKTON CA 95205	17305044		Low Density Residential	RL	0	8.7	0.81	0.8	Vacant	NO - Privately-Owned			5		5		Yes	No	No	No
4-206	1 *UNASSIGNED STOCKTON CA 95205	17305045		Low Density Residential	RL	0	8.7	0.54	0.8	Vacant	NO - Privately-Owned			3		3		Yes	No	No	No
4-207	1 *UNASSIGNED STOCKTON CA 95205	17305046		Low Density Residential	RL	0	8.7	0.54	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	No
4-208	1 *UNASSIGNED STOCKTON CA 95205	17305047		Low Density Residential	RL	0	8.7	0.27	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
4-209	2702 HARRIS AV STOCKTON CA 95206	17507006		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-210	1 *UNASSIGNED STOCKTON CA 95206	17507008		Low Density Residential	RL	0	8.7	2.73	0.8	Vacant	Yes - City Owned			19		19		Yes	No	No	Yes
4-211	3355 TURNPIKE RD STOCKTON CA 95206	17508005		Commercial	CG(OUTSIDE)	17.5	30	0.96	0.5	Vacant	NO - Privately-Owned		14			14		No	No	Yes	Yes

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4-212	473 DOWNING AV STOCKTON CA 95206	17508008		Commercial	CG(OUTSIDE)	17.5	30	0.41	0.5	Vacant	NO - Privately-Owned			6		6		No	No	Yes	Yes
4-213	3331 TURNPIKE RD STOCKTON CA 95206	17508012		Commercial	CG(OUTSIDE)	17.5	30	0.47	0.5	Vacant	NO - Privately-Owned			7		7		No	No	Yes	Yes
4-214	3306 TURNPIKE RD STOCKTON CA 95206	17508017		Commercial	CG(OUTSIDE)	17.5	30	6.51	0.5	Vacant	NO - Privately-Owned	4th and 5th	97			97		No	No	Yes	Yes
4-215	3338 TURNPIKE RD STOCKTON CA 95206	17508018		Commercial	CG(OUTSIDE)	17.5	30	0.34	0.5	Vacant	NO - Privately-Owned	4th and 5th		5		5		No	No	Yes	Yes
4-216	3350 TURNPIKE RD STOCKTON CA 95206	17508019		Commercial	CG(OUTSIDE)	17.5	30	1	0.5	Vacant	NO - Privately-Owned	4th and 5th	15			15		No	No	Yes	Yes
4-217	3364 TURNPIKE RD STOCKTON CA 95206	17508020		Commercial	CG(OUTSIDE)	17.5	30	1	0.5	Vacant	NO - Privately-Owned	4th and 5th	15			15		No	No	Yes	Yes
4-218	3530 MARY AV STOCKTON CA 95206	17513023		Low Density Residential	RL	0	8.7	0.25	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-219	3417 S EL DORADO ST STOCKTON CA 95206	17513045		Low Density Residential	RL	0	8.7	1.33	0.8	Vacant	NO - Privately-Owned			9		9		Yes	No	No	Yes
4-220	193 CLAYTON AV STOCKTON CA 95206	17514007		Low Density Residential	RL	0	8.7	0.66	0.8	Vacant	NO - Privately-Owned			4		4		Yes	No	No	Yes
4-221	3677 MARY AV STOCKTON CA 95206	17514008		Low Density Residential	RL	0	8.7	0.3	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
4-222	234 WAIT AV STOCKTON CA 95206	17514053		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-223	3649 TURNPIKE RD STOCKTON CA 95206	17518012		Low Density Residential	RL	0	8.7	1.29	0.8	Vacant	NO - Privately-Owned	4th and 5th		8		8		No	No	Yes	Yes
4-224	3685 TURNPIKE RD STOCKTON CA 95206	17520002		Low Density Residential	RL	0	8.7	2.71	0.8	Vacant	NO - Privately-Owned	4th and 5th		18		18		No	No	Yes	Yes
4-225	3707 TURNPIKE RD STOCKTON CA 95206	17520003		Low Density Residential	RL	0	8.7	2.9	0.8	Vacant	NO - Privately-Owned	4th and 5th		20		20		No	No	Yes	Yes
4-226	3028 S AIRPORT WY STOCKTON CA 95206	17716534		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-227	3076 S AIRPORT WY STOCKTON CA 95206	17716552		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
4-228	3535 S B ST STOCKTON CA 95206	17721008		Low Density Residential	RM	8.8	17.4	5.52	0.8	Vacant	NO - Privately-Owned			76		76		Yes	No	No	Yes
4-229	3201 GLENHAVEN LN STOCKTON CA 95206	17954011		Low Density Residential	RL	0	8.7	0.29	0.8	Vacant	NO - Privately-Owned				2	2		No	No	No	No
5-1	12 S LOS ANGELES AV STOCKTON CA 95203	14505037		Commercial	CN(OUTSIDE)	17.5	30	0.5	0.5	Vacant	NO - Privately-Owned		7			7		Yes	No	No	Yes

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5-2	522 MODESTO AV STOCKTON CA 95203	14517023		Medium Density Residential	RM	8.8	17.4	0.2	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
5-3	409 S STOCKTON ST STOCKTON CA 95203	14524039		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned	4th and 5th		1		1		Yes	No	No	Yes
5-4	445 S STOCKTON ST STOCKTON CA 95203	14524041		Low Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
5-5	825 W CHURCH ST STOCKTON CA 95203	14524049		Low Density Residential	RM	8.8	17.4	0.23	0.8	Vacant	NO - Privately-Owned			3		3		Yes	No	No	Yes
5-6	325 S STOCKTON ST STOCKTON CA 95203	14525020		Medium Density Residential	RM	8.8	17.4	0.27	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	Yes
5-7	602 GARFIELD ST STOCKTON CA 95203	14531021		Low Density Residential	RM	8.8	17.4	0.47	0.8	Vacant	NO - Privately-Owned			6		6		Yes	No	No	Yes
5-8	505 GARFIELD ST STOCKTON CA 95203	14531030		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
5-9	519 GARFIELD ST STOCKTON CA 95203	14531031		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
5-10	547 GARFIELD ST STOCKTON CA 95203	14531033		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
5-11	454 S PERSHING AV STOCKTON CA 95203	14531037		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
5-12	512 S PERSHING AV STOCKTON CA 95203	14531038		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
5-13	538 S PERSHING AV STOCKTON CA 95203	14531041		Medium Density Residential	RM	8.8	17.4	0.19	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
6-1	1255 DORAY CT STOCKTON CA 95203	13302047		Medium Density Residential	RM	8.8	17.4	0.14	0.8	Vacant	NO - Privately-Owned			1		1		No	No	No	Yes
6-2	2732 SHIMIZU DR STOCKTON CA 95203	13307006		Medium Density Residential	RM	8.8	17.4	4.67	0.8	Vacant	NO - Privately-Owned	4th and 5th		65		65		No	No	Yes	Yes
6-3	2612 MONTE DIABLO AV STOCKTON CA 95203	13311105		Medium Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned			2		2		No	No	Yes	Yes
6-4	2627 W ACACIA ST STOCKTON CA 95203	13311126		Medium Density Residential	RM	8.8	17.4	0.17	0.8	Vacant	NO - Privately-Owned	4th and 5th		2		2		No	No	Yes	Yes
6-5	906 RYDE AV STOCKTON CA 95203	13311128		Commercial	CN(OUTSIDE)	17.5	30	0.13	0.5	Vacant	NO - Privately-Owned			1		1		No	No	Yes	Yes
6-6	2519 W FREMONT ST STOCKTON CA 95203	13311208		Medium Density Residential	RM	8.8	17.4	0.13	0.8	Vacant	NO - Privately-Owned			1		1		No	No	Yes	Yes
6-7		14523012		Medium Density Residential	RM	8.8	17.4	17.61	0.8	Vacant	NO - Privately-Owned			245		245		Yes	No	No	Yes

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6-8		14523013		Medium Density Residential	RM	8.8	17.4	22.11	0.8	Vacant	NO - Privately-Owned			307		307		Yes	No	No	Yes
6-9	102 FRESNO AV STOCKTON CA 95203	14530001		Medium Density Residential	RM	8.8	17.4	0.22	0.8	Vacant	Yes - City Owned			3		3		Yes	No	No	Yes
6-10	112 FRESNO AV STOCKTON CA 95203	14530002		Medium Density Residential	RM	8.8	17.4	0.15	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
7-1	3322 RAINIER AV STOCKTON CA 95204	10906033		Low Density Residential	RL	0	8.7	3.15	0.8	Vacant	NO - Privately-Owned			21		21		No	No	Yes	Yes
7-2	3344 WENDELL AV STOCKTON CA 95204	10906034		Low Density Residential	RL	0	8.7	1.05	0.8	Vacant	NO - Privately-Owned			7		7		No	No	Yes	Yes
7-3	3434 RUMSON AV STOCKTON CA 95204	10910001		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned			1		1		No	No	Yes	Yes
7-4	3566 RAINIER AV STOCKTON CA 95204	10911018		Low Density Residential	RL	0	8.7	8.12	0.8	Vacant	NO - Privately-Owned			56		56		No	No	Yes	Yes
7-5	3430 DEER PARK DR STOCKTON CA 95219	11627010		Administrative Professional	CO(OUTSIDE)	17.5	30	2.17	0.5	Vacant	NO - Privately-Owned	5th	32			32		Yes	No	No	Yes
7-6	3127 W MARCH LN STOCKTON CA 95219	11627013		Administrative Professional	CO(OUTSIDE)	17.5	30	1.54	0.5	Vacant	NO - Privately-Owned	5th	23			23		Yes	No	No	Yes
7-7	6079 RIVERBANK CI STOCKTON CA 95219	11654034		Low Density Residential	RL	0	8.7	0.29	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
7-8	6101 RIVERBANK CI STOCKTON CA 95219	11654057		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
7-9	4714 ST ANDREWS DR STOCKTON CA 95219	11825017		Low Density Residential	RL	0	8.7	0.34	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
7-10	4347 ST ANDREWS DR STOCKTON CA 95219	11827019		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
7-11	4860 ST ANDREWS DR STOCKTON CA 95219	11839001		Low Density Residential	RL	0	8.7	0.28	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
7-12	4812 ST ANDREWS DR STOCKTON CA 95219	11840009		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
7-13	5501 ST ANDREWS DR STOCKTON CA 95219	11842007		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
7-14	2644 WARREN AV STOCKTON CA 95204	12117023		High Density Residential	RH(OUTSIDE)	17.5	30	0.13	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		No	No	Yes	Yes
7-15	2142 FONTANA AV STOCKTON CA 95204	12118030		Institutional	RH(OUTSIDE)	17.5	30	2.49	0.8	Vacant	NO - Privately-Owned	4th and 5th	59			59		No	No	Yes	Yes
7-16	2622 DELANO AV STOCKTON CA 95204	12132018		High Density Residential	RH(OUTSIDE)	17.5	30	0.19	0.8	Vacant	NO - Privately-Owned			4		4		No	No	Yes	Yes

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8-1	1787 W LINCOLN RD STOCKTON CA 95207	7723040		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
8-2	1132 WILLORA RD STOCKTON CA 95207	7736041		Low Density Residential	RL	0	8.7	0.3	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
8-3	7216 CARAN AV STOCKTON CA 95207	7736043		Low Density Residential	RL	0	8.7	0.29	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
8-4	1084 RIVARA RD STOCKTON CA 95207	7738002		Low Density Residential	RL	0	8.7	0.42	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
8-5	7808 CARAN AV STOCKTON CA 95207	7749034		Low Density Residential	RL	0	8.7	0.63	0.8	Vacant	NO - Privately-Owned				4	4		Yes	No	No	Yes
8-6	232 W PEARL AV STOCKTON CA 95207	8137504		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned			2		2		Yes	No	No	Yes
8-7	156 E LINCOLN RD STOCKTON CA 95207	8153014		Low Density Residential	RL	0	8.7	2.04	0.8	Vacant	NO - Privately-Owned	4th and 5th		14		14		Yes	No	No	Yes
8-8	6131 N PERSHING AV STOCKTON CA 95207	9729040		High Density Residential	RH(OUTSIDE)	17.5	30	0.43	0.8	Vacant	NO - Privately-Owned	4th and 5th		10		10		Yes	No	No	Yes
8-9	4830 KENTFIELD RD STOCKTON CA 95207	10411017		High Density Residential	RH(OUTSIDE)	17.5	30	0.15	0.8	Vacant	NO - Privately-Owned			3		3		Yes	No	No	Yes
8-10	1545 W LONGVIEW AV & STOCKTON CA 95207	10810040		Low Density Residential	RL	0	8.7	0.27	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
8-11	740 W SWAIN RD STOCKTON CA 95207	10812023		Low Density Residential	RL	0	8.7	0.28	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
8-12	4425 N PERSHING AV STOCKTON CA 95207	11018007		Commercial	CN(OUTSIDE)	17.5	30	0.45	0.5	Vacant	NO - Privately-Owned			6		6		Yes	No	No	Yes
8-13	940 ROSE MARIE LN STOCKTON CA 95207	11022006		Administrative Professional	CO(OUTSIDE)	17.5	30	8.93	0.5	Vacant	NO - Privately-Owned	4th and 5th	134			134		Yes	No	No	Yes
8-14	4444 N PERSHING AV STOCKTON CA 95207	11022017		Administrative Professional	RH(OUTSIDE)	17.5	30	0.44	0.8	Vacant	NO - Privately-Owned	4th and 5th		10		10		Yes	No	No	Yes
8-15	881 W BIANCHI RD STOCKTON CA 95207	11024001		Administrative Professional	CO(OUTSIDE)	17.5	30	0.38	0.5	Vacant	NO - Privately-Owned	4th and 5th		5		5		Yes	No	No	No
8-16	732 ROSE MARIE LN STOCKTON CA 95207	11024007		Administrative Professional	CO(OUTSIDE)	17.5	30	0.26	0.5	Vacant	NO - Privately-Owned			3		3		Yes	No	No	No
8-17	752 PODESTO LN STOCKTON CA 95207	11025009		Commercial	CN(OUTSIDE)	17.5	30	0.22	0.5	Vacant	NO - Privately-Owned			3		3		Yes	No	No	No
8-18	4239 PACIFIC AV STOCKTON CA 95207	11025014		Commercial	CG(OUTSIDE)	17.5	30	0.49	0.5	Vacant	NO - Privately-Owned	5th		7		7		Yes	No	No	No
9-1	4424 IJAMS RD STOCKTON CA 95210	9605012		Low Density Residential	RL	0	8.7	1.34	0.8	Vacant	NO - Privately-Owned	4th and 5th		9		9		Yes	No	No	No

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9-2	1808 E MARCH LN STOCKTON CA 95210	9614016		Commercial	CG(OUTSIDE)	17.5	30	0.61	0.5	Vacant	NO - Privately-Owned	4th and 5th	9			9		Yes	No	No	Yes
9-3	1756 E MARCH LN STOCKTON CA 95210	9614055		Commercial	CG(OUTSIDE)	17.5	30	3.51	0.5	Vacant	NO - Privately-Owned	4th and 5th	52			52		Yes	No	No	Yes
9-4	5044 WEST LN STOCKTON CA 95210	9614068		Commercial	CG(OUTSIDE)	17.5	30	2.11	0.5	Vacant	NO - Privately-Owned	4th and 5th	31			31		Yes	No	No	Yes
9-5	4512 HELENS OAKS CI STOCKTON CA 95210	9632038		Medium Density Residential	RM	8.8	17.4	0.12	0.8	Vacant	NO - Privately-Owned			1		1		Yes	No	No	No
9-6	1080 E MARCH LN STOCKTON CA 95210	10416008		Commercial	CG(OUTSIDE)	17.5	30	1.89	0.5	Vacant	NO - Privately-Owned	4th and 5th	28			28		Yes	No	No	Yes
9-7	1050 E MARCH LN STOCKTON CA 95210	10416036		Commercial	CG(OUTSIDE)	17.5	30	3.24	0.5	Vacant	NO - Privately-Owned	4th and 5th	48			48		Yes	No	No	Yes
9-8	1051 CLOWES CT STOCKTON CA 95210	10416040		Commercial	CG(OUTSIDE)	17.5	30	2.2	0.5	Vacant	NO - Privately-Owned	4th and 5th	33			33		Yes	No	No	Yes
9-9	1 *UNASSIGNED STOCKTON CA 95210	10416041		Commercial	CG(OUTSIDE)	17.5	30	0.35	0.5	Vacant	NO - Privately-Owned	4th and 5th		5		5		Yes	No	No	Yes
9-10	2871 AUTO CENTER CI STOCKTON CA 95212	12803001		Medium Density Residential	RM	8.8	17.4	2.65	0.8	Vacant	NO - Privately-Owned	5th		36		36		Yes	No	No	Yes
9-11	2868 AUTO CENTER CI STOCKTON CA 95212	12803003		Medium Density Residential	RM	8.8	17.4	8.32	0.8	Vacant	NO - Privately-Owned	5th		115		115		Yes	No	No	Yes
11-1	5133 S STATE ROUTE 99 E FR RD STOCKTON CA 95215	17919003		Commercial	CG(OUTSIDE)	17.5	30	0.62	0.5	Vacant	NO - Privately-Owned	4th and 5th	9			9		No	No	Yes	No
11-2	3411 IMPERIAL WY STOCKTON CA 95215	17926001		Commercial	CG(OUTSIDE)	17.5	30	3.26	0.5	Vacant	NO - Privately-Owned	4th and 5th	48			48		No	No	Yes	No
11-3	3445 IMPERIAL WY STOCKTON CA 95215	17926002		Commercial	CG(OUTSIDE)	17.5	30	4.8	0.5	Vacant	NO - Privately-Owned	4th and 5th	72			72		No	No	Yes	No
11-4	4739 S STATE ROUTE 99 E FR RD STOCKTON CA 95215	17926036		Commercial	CG(OUTSIDE)	17.5	30	0.37	0.5	Vacant	NO - Privately-Owned	4th and 5th		5		5		No	No	No	No
11-5	3449 METRO DR STOCKTON CA 95215	17926056		Commercial	CG(OUTSIDE)	17.5	30	4.83	0.5	Vacant	NO - Privately-Owned	4th and 5th	72			72		No	No	Yes	No
11-6	4965 S STATE ROUTE 99 E FR RD STOCKTON CA 95205	17931007		Commercial	CG(OUTSIDE)	17.5	30	0.61	0.5	Vacant	NO - Privately-Owned	4th and 5th	9			9		No	No	No	No
11-7	3486 METRO DR STOCKTON CA 95215	17948004		Commercial	CG(OUTSIDE)	17.5	30	2.4	0.5	Vacant	NO - Privately-Owned	4th and 5th	36			36		No	No	Yes	No
11-8	4850 S STATE ROUTE 99 E FR RD STOCKTON CA 95215	17948005		Commercial	CG(OUTSIDE)	17.5	30	1.02	0.5	Vacant	NO - Privately-Owned	4th and 5th	15			15		No	No	Yes	No
11-9	4884 S STATE ROUTE 99 E FR RD STOCKTON CA 95215	17948006		Commercial	CG(OUTSIDE)	17.5	30	2.82	0.5	Vacant	NO - Privately-Owned	4th and 5th	42			42		No	No	Yes	No

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11-10	3651 ARCH RD STOCKTON CA 95215	17948007		Commercial	CG(OUTSIDE)	17.5	30	1.79	0.5	Vacant	NO - Privately-Owned	4th and 5th	26			26		No	No	Yes	No
11-11	3536 METRO DR STOCKTON CA 95215	17948009		Commercial	CG(OUTSIDE)	17.5	30	1.79	0.5	Vacant	NO - Privately-Owned		26			26		No	No	Yes	No
11-12	3518 METRO DR STOCKTON CA 95215	17948010		Commercial	CG(OUTSIDE)	17.5	30	1	0.5	Vacant	NO - Privately-Owned		15			15		No	No	Yes	No
11-13	3498 METRO DR STOCKTON CA 95215	17948011		Commercial	CG(OUTSIDE)	17.5	30	1.17	0.5	Vacant	NO - Privately-Owned		17			17		No	No	Yes	No
11-14	5783 S FRENCH CAMP RD STOCKTON CA 95206	19302038		Commercial	CG(OUTSIDE)	17.5	30	2.32	0.5	Vacant	NO - Privately-Owned	4th and 5th	34			34		Yes	No	No	Yes
12-1	2280 W CHARTER WY STOCKTON CA 95206	16302042		Low Density Residential	RL	0	8.7	1.23	0.8	Vacant	NO - Privately-Owned	4th and 5th		8		8		Yes	Yes	No	Yes
12-2	2440 W CHARTER WY STOCKTON CA 95206	16302043		Low Density Residential	RL	0	8.7	13.58	0.8	Vacant	NO - Privately-Owned	4th and 5th		94		94		Yes	Yes	No	Yes
12-3	2313 MANTHEY RD STOCKTON CA 95206	16313009		Low Density Residential	RL	0	8.7	2.44	0.8	Vacant	NO - Privately-Owned	4th and 5th		16		16		Yes	Yes	No	Yes
12-4	2005 S STOCKTON ST STOCKTON CA 95206	16314007		Low Density Residential	RL	0	8.7	2.36	0.8	Vacant	NO - Privately-Owned			16		16		Yes	Yes	No	Yes
12-5	821 W EIGHTH ST STOCKTON CA 95206	16314012		Commercial	CG(OUTSIDE)	17.5	30	8.76	0.5	Vacant	NO - Privately-Owned	4th and 5th	131			131		Yes	Yes	No	Yes
12-6	741 W EIGHTH ST STOCKTON CA 95206	16314013		Commercial	CG(OUTSIDE)	17.5	30	4.76	0.5	Vacant	NO - Privately-Owned	4th and 5th	71			71		Yes	Yes	No	Yes
12-7	715 W EIGHTH ST STOCKTON CA 95206	16314014		Commercial	CG(OUTSIDE)	17.5	30	3.74	0.5	Vacant	NO - Privately-Owned	4th and 5th	56			56		Yes	Yes	No	Yes
12-8	707 W EIGHTH ST STOCKTON CA 95206	16314029		Commercial	CG(OUTSIDE)	17.5	30	0.67	0.5	Vacant	NO - Privately-Owned	4th and 5th	10			10		Yes	Yes	No	Yes
12-9	803 W EIGHTH ST STOCKTON CA 95206	16314034		Commercial	CG(OUTSIDE)	17.5	30	0.38	0.5	Vacant	NO - Privately-Owned			5		5		Yes	Yes	No	Yes
12-10	815 W EIGHTH ST STOCKTON CA 95206	16314035		Commercial	CG(OUTSIDE)	17.5	30	0.46	0.5	Vacant	NO - Privately-Owned			6		6		Yes	Yes	No	Yes
12-11	719 W EIGHTH ST STOCKTON CA 95206	16314044		Commercial	CG(OUTSIDE)	17.5	30	0.33	0.5	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	Yes	No	Yes
12-12	1830 S STOCKTON ST STOCKTON CA 95206	16317003		Low Density Residential	RL	0	8.7	0.9	0.8	Vacant	NO - Privately-Owned	4th and 5th		6		6		Yes	Yes	No	Yes
12-13	1 *UNASSIGNED STOCKTON CA 95206	16317004		Low Density Residential	RL	0	8.7	0.61	0.8	Vacant	NO - Privately-Owned	4th and 5th		4		4		Yes	Yes	No	Yes
12-14	1802 S ARGONAUT ST STOCKTON CA 95206	16319001		Low Density Residential	RL	0	8.7	0.48	0.8	Vacant	NO - Privately-Owned			3		3		Yes	Yes	No	Yes

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12-15	1 *UNASSIGNED STOCKTON CA 95206	16319035		Low Density Residential	RL	0	8.7	0.61	0.8	Vacant	NO - Privately-Owned			4		4		Yes	Yes	No	Yes
12-16	1815 S STOCKTON ST STOCKTON CA 95206	16319037		Low Density Residential	RL	0	8.7	0.25	0.8	Vacant	NO - Privately-Owned			1		1		Yes	Yes	No	Yes
12-17	1865 S STOCKTON ST STOCKTON CA 95206	16319039		Low Density Residential	RL	0	8.7	3.6	0.8	Vacant	NO - Privately-Owned			25		25		Yes	Yes	No	Yes
12-18	846 W SECOND ST STOCKTON CA 95206	16321011		Low Density Residential	RL	0	8.7	0.56	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	Yes	No	Yes
12-19	1658 S ARGONAUT ST STOCKTON CA 95206	16322007		Low Density Residential	RL	0	8.7	0.54	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	Yes	No	Yes
12-20	1 *UNASSIGNED STOCKTON CA 95206	16322018		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned			2		2		Yes	Yes	No	Yes
12-21	1749 S STOCKTON ST && STOCKTON CA 95206	16322024		Low Density Residential	RL	0	8.7	0.5	0.8	Vacant	NO - Privately-Owned			3		3		Yes	Yes	No	Yes
12-22	1729 S STOCKTON ST STOCKTON CA 95206	16322025		Low Density Residential	RL	0	8.7	0.28	0.8	Vacant	NO - Privately-Owned			1		1		Yes	Yes	No	Yes
12-23	1651 S STOCKTON ST STOCKTON CA 95206	16322031		Low Density Residential	RL	0	8.7	0.94	0.8	Vacant	NO - Privately-Owned			6		6		Yes	Yes	No	Yes
12-24	1638 S ARGONAUT ST STOCKTON CA 95206	16322044		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned			2		2		Yes	Yes	No	Yes
12-25	1648 S ARGONAUT ST STOCKTON CA 95206	16322046		Low Density Residential	RL	0	8.7	0.95	0.8	Vacant	NO - Privately-Owned			6		6		Yes	Yes	No	Yes
12-26	2107 WATERCOURSE ST STOCKTON CA 95206	16408001		Low Density Residential	RL	0	8.7	0.35	0.8	Vacant	NO - Privately-Owned			2		2		Yes	Yes	No	Yes
12-28	752 CLOYNE CT STOCKTON CA 95206	16723008		Low Density Residential	RL	0	8.7	0.29	0.8	Vacant	NO - Privately-Owned			2		2		Yes	Yes	No	Yes
12-29	729 CLOYNE CT STOCKTON CA 95206	16723011		Low Density Residential	RL	0	8.7	0.25	0.8	Vacant	NO - Privately-Owned			1		1		Yes	Yes	No	Yes
12-30	3904 MANTHEY RD STOCKTON CA 95206	19304028		Administrative Professional	CG(OUTSIDE)	17.5	30	8.62	0.5	Vacant	NO - Privately-Owned	4th and 5th	129			129		No	No	Yes	Yes
12-31	4236 MANTHEY RD STOCKTON CA 95206	19304033		Administrative Professional	CG(OUTSIDE)	17.5	30	12.81	0.5	Vacant	NO - Privately-Owned			192		192		Yes	No	Yes	Yes
12-32	4586 MANTHEY RD STOCKTON CA 95206	19304034		Administrative Professional	CG(OUTSIDE)	17.5	30	0.69	0.5	Vacant	NO - Privately-Owned		10			10		Yes	No	No	Yes
12-33	1 *UNASSIGNED STOCKTON CA 95206	19304035		Administrative Professional	CG(OUTSIDE)	17.5	30	0.12	0.5	Vacant	NO - Privately-Owned			1		1		Yes	No	No	Yes
13-1	5324 PASADENA DR STOCKTON CA 95219	6607017		Low Density Residential	RL	0	8.7	0.87	0.8	Vacant	NO - Privately-Owned				6	6		Yes	No	No	Yes

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13-2	5358 PASADENA DR STOCKTON CA 95219	6607019		Low Density Residential	RL	0	8.7	0.42	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
13-3	5701 MIRAMONTE WY STOCKTON CA 95219	6615001		Low Density Residential	RL	0	8.7	0.27	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
13-4	5711 MIRAMONTE WY STOCKTON CA 95219	6615002		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
13-5	5713 MIRAMONTE WY STOCKTON CA 95219	6615003		Low Density Residential	RL	0	8.7	0.29	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
13-6	8090 MARINERS DR STOCKTON CA 95219	7118017		Commercial	CG(OUTSIDE)	17.5	30	0.64	0.5	Vacant	NO - Privately-Owned	4th and 5th	9			9		Yes	No	No	Yes
15-1	10585 DAVIS RD STOCKTON CA 95209	7007011		Low Density Residential	RL	0	8.7	0.77	0.8	Vacant	NO - Privately-Owned	4th and 5th			5	5		Yes	No	No	Yes
15-2	10906 DAVIS RD STOCKTON CA 95209	7009001		Commercial	CG(OUTSIDE)	17.5	30	1.97	0.5	Vacant	NO - Privately-Owned	4th and 5th	29			29		Yes	No	Yes	Yes
15-3	1106 WHISTLER WY STOCKTON CA 95209	7059069		Low Density Residential	RL	0	8.7	0.55	0.8	Vacant	NO - Privately-Owned				3	3		Yes	No	No	Yes
15-4	10822 ST MORITZ CI STOCKTON CA 95209	7061005		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-5	10826 ST MORITZ CI STOCKTON CA 95209	7061006		Low Density Residential	RL	0	8.7	0.24	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-6	10830 ST MORITZ CI STOCKTON CA 95209	7061007		Low Density Residential	RL	0	8.7	0.24	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-7	10834 ST MORITZ CI STOCKTON CA 95209	7061008		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-8	10838 ST MORITZ CI STOCKTON CA 95209	7061009		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-9	10842 ST MORITZ CI STOCKTON CA 95209	7061010		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-10	10846 ST MORITZ CI STOCKTON CA 95209	7061011		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-11	10850 ST MORITZ CI STOCKTON CA 95209	7061012		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-12	10854 ST MORITZ CI STOCKTON CA 95209	7061013		Low Density Residential	RL	0	8.7	0.48	0.8	Vacant	NO - Privately-Owned				3	3		Yes	No	No	Yes
15-13	10858 ST MORITZ CI STOCKTON CA 95209	7061014		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-14	10862 ST MORITZ CI STOCKTON CA 95209	7061015		Low Density Residential	RL	0	8.7	0.24	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes

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15-15	10805 ST MORITZ CI STOCKTON CA 95209	7061027		Low Density Residential	RL	0	8.7	0.24	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-16	10866 ST MORITZ CI STOCKTON CA 95209	7062001		Low Density Residential	RL	0	8.7	0.21	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-17	10874 ST MORITZ CI STOCKTON CA 95209	7062003		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-18	10882 ST MORITZ CI STOCKTON CA 95209	7062005		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-19	10886 ST MORITZ CI STOCKTON CA 95209	7062006		Low Density Residential	RL	0	8.7	0.21	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-20	1330 HEAVENLY CI STOCKTON CA 95209	7064004		Low Density Residential	RL	0	8.7	0.27	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-21	1222 HEAVENLY CI STOCKTON CA 95209	7064020		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-22	1216 HEAVENLY CI STOCKTON CA 95209	7064021		Low Density Residential	RL	0	8.7	0.22	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-23	1211 HEAVENLY CI STOCKTON CA 95209	7064024		Low Density Residential	RL	0	8.7	0.19	0.8	Vacant	NO - Privately-Owned		1			1		Yes	No	No	Yes
15-24	1277 HEAVENLY CI STOCKTON CA 95209	7064029		Low Density Residential	RL	0	8.7	0.24	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-25	1289 HEAVENLY CI STOCKTON CA 95209	7064030		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-26	1313 HEAVENLY CI STOCKTON CA 95209	7064031		Low Density Residential	RL	0	8.7	0.24	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-27	1345 HEAVENLY CI STOCKTON CA 95209	7064033		Low Density Residential	RL	0	8.7	0.23	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-28	1351 HEAVENLY CI STOCKTON CA 95209	7064034		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-29	1205 HEAVENLY CI STOCKTON CA 95209	7064035		Low Density Residential	RL	0	8.7	0.3	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-30	10652 OCEAN MIST WY STOCKTON CA 95209	7074001		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-31	10640 OCEAN MIST WY STOCKTON CA 95209	7074002		Low Density Residential	RL	0	8.7	0.32	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-32	2809 GOLDEN EAGLE DR STOCKTON CA 95209	7074003		Low Density Residential	RL	0	8.7	0.37	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-33	2801 GOLDEN EAGLE DR STOCKTON CA 95209	7074004		Low Density Residential	RL	0	8.7	0.37	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes

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15-34	2741 GOLDEN EAGLE DR STOCKTON CA 95209	7074005		Low Density Residential	RL	0	8.7	0.37	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-35	2729 GOLDEN EAGLE DR STOCKTON CA 95209	7074006		Low Density Residential	RL	0	8.7	0.35	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-36	2717 GOLDEN EAGLE DR STOCKTON CA 95209	7074007		Low Density Residential	RL	0	8.7	0.36	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-37	2705 GOLDEN EAGLE DR STOCKTON CA 95209	7074008		Low Density Residential	RL	0	8.7	0.48	0.8	Vacant	NO - Privately-Owned				3	3		Yes	No	No	Yes
15-38	10636 GREY HAWK CT STOCKTON CA 95209	7074009		Low Density Residential	RL	0	8.7	0.34	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-39	10630 GREY HAWK CT STOCKTON CA 95209	7074010		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-40	10618 GREY HAWK CT STOCKTON CA 95209	7074012		Low Density Residential	RL	0	8.7	0.3	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-41	10612 GREY HAWK CT STOCKTON CA 95209	7074013		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-42	10606 GREY HAWK CT STOCKTON CA 95209	7074014		Low Density Residential	RL	0	8.7	0.37	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-43	10605 GREY HAWK CT STOCKTON CA 95209	7074015		Low Density Residential	RL	0	8.7	0.26	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-44	10611 GREY HAWK CT STOCKTON CA 95209	7074016		Low Density Residential	RL	0	8.7	0.37	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-45	2714 GOLDEN EAGLE DR STOCKTON CA 95209	7074018		Low Density Residential	RL	0	8.7	0.36	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-46	2726 GOLDEN EAGLE DR STOCKTON CA 95209	7074019		Low Density Residential	RL	0	8.7	0.42	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-47	2738 GOLDEN EAGLE DR STOCKTON CA 95209	7074020		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-48	2802 GOLDEN EAGLE DR STOCKTON CA 95209	7074021		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-49	2810 GOLDEN EAGLE DR STOCKTON CA 95209	7074022		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-50	2824 GOLDEN EAGLE DR STOCKTON CA 95209	7074024		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-51	2912 GOLDEN EAGLE DR STOCKTON CA 95209	7074025		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-52	2920 GOLDEN EAGLE DR STOCKTON CA 95209	7074026		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes

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15-53	2928 GOLDEN EAGLE DR STOCKTON CA 95209	7074027		Low Density Residential	RL	0	8.7	0.33	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-54	2936 GOLDEN EAGLE DR STOCKTON CA 95209	7074028		Low Density Residential	RL	0	8.7	0.28	0.8	Vacant	NO - Privately-Owned				1	1		Yes	No	No	Yes
15-55	2944 GOLDEN EAGLE DR STOCKTON CA 95209	7074029		Low Density Residential	RL	0	8.7	0.36	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-56	2947 GOLDEN EAGLE DR STOCKTON CA 95209	7074030		Low Density Residential	RL	0	8.7	0.4	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-57	2939 GOLDEN EAGLE DR STOCKTON CA 95209	7074031		Low Density Residential	RL	0	8.7	0.3	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-58	2931 GOLDEN EAGLE DR STOCKTON CA 95209	7074032		Low Density Residential	RL	0	8.7	0.35	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-59	10637 OCEAN MIST WY STOCKTON CA 95209	7074033		Low Density Residential	RL	0	8.7	0.32	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-60	10651 OCEAN MIST WY STOCKTON CA 95209	7074034		Low Density Residential	RL	0	8.7	0.31	0.8	Vacant	NO - Privately-Owned				2	2		Yes	No	No	Yes
15-61	9473 WEST LN STOCKTON CA 95210	8406010		Low Density Residential	RL	0	8.7	13.57	0.8	Vacant	NO - Privately-Owned			94		94		Yes	No	No	Yes
16-1	7620 WEST LN STOCKTON CA 95210	9404007		Commercial	CG(OUTSIDE)	17.5	30	0.55	0.5	Vacant	NO - Privately-Owned	4th and 5th	8			8		Yes	No	No	Yes
16-2	8032 DON AV STOCKTON CA 95209	7542006		High Density Residential	RH(OUTSIDE)	17.5	30	0.28	0.8	Vacant	NO - Privately-Owned	4th and 5th		6		6		Yes	No	No	Yes
16-3	2143 WAGNER HEIGHTS RD STOCKTON CA 95209	8027008		Commercial	CG(OUTSIDE)	17.5	30	0.45	0.5	Vacant	NO - Privately-Owned			6		6		Yes	No	No	Yes
16-4	8955 THORNTON RD STOCKTON CA 95209	8030014		Commercial	CG(OUTSIDE)	17.5	30	1.34	0.5	Vacant	NO - Privately-Owned	4th and 5th	20			20		Yes	No	Yes	Yes
16-5	9009 THORNTON RD STOCKTON CA 95209	8030015		Commercial	CG(OUTSIDE)	17.5	30	0.95	0.5	Vacant	NO - Privately-Owned	4th and 5th	14			14		Yes	No	No	Yes
16-6	8601 THORNTON RD STOCKTON CA 95209	8032006		Medium Density Residential	RM	8.8	17.4	3.54	0.8	Vacant	NO - Privately-Owned	4th and 5th		49		49		Yes	No	No	Yes
16-7	1 *UNASSIGNED STOCKTON CA 95209	8032007		Medium Density Residential	RM	8.8	17.4	3.09	0.8	Vacant	NO - Privately-Owned	4th and 5th		43		43		Yes	No	No	Yes
16-8	9051 KELLEY DR STOCKTON CA 95209	8202026		Medium Density Residential	RM	8.8	17.4	0.25	0.8	Vacant	NO - Privately-Owned	4th and 5th		3		3		Yes	No	No	Yes
16-9	1530 E MORADA LN STOCKTON CA 95210	9055064		Commercial	CN(OUTSIDE)	17.5	30	0.77	0.5	Vacant	NO - Privately-Owned	4th and 5th	11			11		Yes	No	No	Yes
16-10	9450 WEST LN STOCKTON CA 95210	9055065		Commercial	CN(OUTSIDE)	17.5	30	1.92	0.5	Vacant	NO - Privately-Owned	4th and 5th	28			28		Yes	No	No	Yes

Note: Prescribed densities within the CD, CG, CN, CO and RH zones depends on whether a site is located in the downtown core, the greater downtown or outside of the downtown. For sites in these zones, the entries in the zoning column in the table include "Core" "Greater" or "Outside" to indicate the site's location.

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FULL SITE # (3-24-2023)	ADDRESS	APN	CONSOLIDATED SITES	GENERAL PLAN	ZONING	MINIMUM DENSITY (2022)	MAXIMUM DENSITY (2022)	PARCEL ACREAGE	REALISTIC CAPACITY MODIFIER	SITE STATUS	PUBLICLY-OWNED	IDENTIFIED IN PRIOR PLANNING CYCLE(S)	LOWER INCOME CAPACITY	MODERATE INCOME CAPACITY	ABOVE MODERATE INCOME CAPACITY	TOTAL CAPACITY	NOTES	FEMA 500YR FLOOD	USACE 200YR FLOOD	FEMA 100YR FLOOD	DAM INUNDATION AREA
16-11	8404 WEST LN STOCKTON CA 95210	9056001		Administrative Professional	CO(OUTSIDE)	17.5	30	0.73	0.5	Vacant	NO - Privately-Owned	4th and 5th	11			11		Yes	No	No	Yes
16-12	7007 DANNY DR STOCKTON CA 95210	9437002		Commercial	CG(OUTSIDE)	17.5	30	1.05	0.5	Vacant	NO - Privately-Owned		15			15		Yes	No	No	Yes
16-13	6303 DANNY DR STOCKTON CA 95210	9437009		Administrative Professional	RH(OUTSIDE)	17.5	30	1.05	0.8	Vacant	NO - Privately-Owned		25			25		Yes	No	No	Yes
16-14	6304 DANNY DR STOCKTON CA 95210	9437027		Administrative Professional	RH(OUTSIDE)	17.5	30	1.98	0.8	Vacant	NO - Privately-Owned		47			47		Yes	No	No	Yes

Note: Prescribed densities within the CD, CG, CN, CO and RH zones depends on whether a site is located in the downtown core, the greater downtown or outside of the downtown. For sites in these zones, the entries in the zoning column in the table include "Core" "Greater" or "Outside" to indicate the site's location.

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Table A-2: Pipeline Projects

PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Calaveras Quarters Motel Conversion	2654 W MARCH LN 138 STOCKTON CA 95207	11002008	Commercial	CG	2.14	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Calaveras Quarters Motel Conversion</b>	<b>68</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>2.14</b>	
Cannery Park	3010 E EIGHT MILE RD STOCKTON CA 95212	12202016	Industrial	IL	19.09	NO - Privately- Owned
Cannery Park	3010 E EIGHT MILE RD && STOCKTON CA 95212	12202017	Industrial	IL	7.12	NO - Privately- Owned
Cannery Park	3400 E EIGHT MILE RD A STOCKTON CA 95212	12202019	Industrial	IL	38.59	NO - Privately- Owned
Cannery Park	3212 E EIGHT MILE RD STOCKTON CA 95212	12202020	Industrial	IL	6.65	NO - Privately- Owned
Cannery Park	10719 HOLMAN RD & STOCKTON CA 95212	12202021	Open Space/Agriculture	OS	3.39	NO - Privately- Owned
Cannery Park	10719 HOLMAN RD STOCKTON CA 95212	12202022	Open Space/Agriculture	OS	10.93	NO - Privately- Owned
Cannery Park	1 *UNASSIGNED STOCKTON CA 95212	12202023	Low Density Residential	RL	3.19	NO - Privately- Owned
Cannery Park	10880 HOLMAN RD STOCKTON CA 95212	12202032	Commercial	CG	12.21	NO - Privately- Owned
Cannery Park	3820 E EIGHT MILE RD STOCKTON CA 95212	12202033	Commercial	CG	19.89	NO - Privately- Owned
Cannery Park	10724 HOLMAN RD STOCKTON CA 95212	12202035	Open Space/Agriculture	OS	11.1	NO - Privately- Owned
Cannery Park	10616 HOLMAN RD STOCKTON CA 95212	12202036	Low Density Residential	RL	9.27	NO - Privately- Owned
Cannery Park	3745 PFC JESSE MIZENER ST STOCKTON CA 95212	12202037	Open Space/Agriculture	OS	1.12	NO - Privately- Owned
Cannery Park		12202038	Commercial	CG	55.88	NO - Privately- Owned
Cannery Park	10524 HOLMAN RD STOCKTON CA 95212	12202039	Low Density Residential	RL	6.59	NO - Privately- Owned
Cannery Park	3860 PFC JESSE MIZENER ST STOCKTON CA 95212	12202040	Low Density Residential	RL	8.99	NO - Privately- Owned
Cannery Park	10509 N STATE ROUTE 99 W FR RD STOCKTON CA 95212	12202043	Commercial	CG	11.89	NO - Privately- Owned
Cannery Park	1 *UNASSIGNED STOCKTON CA 95212	12202046	Low Density Residential	RL	11.51	NO - Privately- Owned
Cannery Park	1 *UNASSIGNED STOCKTON CA 95212	12202048	Low Density Residential	RL	0.72	NO - Privately- Owned
Cannery Park	1 *UNASSIGNED STOCKTON CA 95212	12202049	Low Density Residential	RL	1.43	NO - Privately- Owned
Cannery Park	10311 HOLMAN RD STOCKTON CA 95212	12202050	Low Density Residential	RL	14.39	NO - Privately- Owned
Cannery Park		12202056	Low Density Residential	RL	8.44	NO - Privately- Owned
Cannery Park		12218069	Low Density Residential		0.04	NO - Privately- Owned
Cannery Park		12219001	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12219002	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219003	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219004	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219005	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219006	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219007	Low Density Residential	RL	0.13	NO - Privately- Owned

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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Cannery Park		12219008	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219009	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219010	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219011	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219012	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219013	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219014	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219015	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219016	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219017	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219018	Low Density Residential	RL	0.19	NO - Privately- Owned
Cannery Park		12219019	Low Density Residential	RL	0.29	NO - Privately- Owned
Cannery Park		12219020	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12219021	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219022	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219023	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219024	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219025	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219026	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219027	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219028	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12219029	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219030	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12219031	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219032	Low Density Residential	RL	0.23	NO - Privately- Owned
Cannery Park		12219033	Low Density Residential	RL	0.22	NO - Privately- Owned
Cannery Park		12219034	Low Density Residential	RL	0.19	NO - Privately- Owned
Cannery Park		12219035	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12219036	Low Density Residential	RL	0.17	NO - Privately- Owned
Cannery Park		12219037	Low Density Residential	RL	0.17	NO - Privately- Owned
Cannery Park		12219038	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12219039	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12219040	Low Density Residential	RL	0.15	NO - Privately- Owned



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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Cannery Park		12219041	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12219042	Low Density Residential	RL	0.2	NO - Privately- Owned
Cannery Park		12219043	Low Density Residential	RL	0.28	NO - Privately- Owned
Cannery Park		12219044	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12219045	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219046	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219047	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219048	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12219049	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219050	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219051	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219052	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219053	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219054	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219055	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219056	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219057	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219058	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219059	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219060	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12219061	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12219062	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12219063	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219064	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219065	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219066	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219067	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219068	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219069	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219070	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219071	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219072	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12219073	Low Density Residential	RL	0.14	NO - Privately- Owned

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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Cannery Park		12220001	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12220002	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12220003	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12220004	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12220005	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12220006	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12220007	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12220008	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12220009	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12220010	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220011	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12220012	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12220013	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12220014	Low Density Residential	RL	0.22	NO - Privately- Owned
Cannery Park		12220015	Low Density Residential	RL	0.41	NO - Privately- Owned
Cannery Park		12220016	Low Density Residential	RL	0.19	NO - Privately- Owned
Cannery Park		12220017	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220018	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220019	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220020	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220021	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220022	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220023	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220024	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220025	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220026	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220027	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12220028	Low Density Residential	RL	0.19	NO - Privately- Owned
Cannery Park		12220029	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220030	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220031	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220032	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220033	Low Density Residential	RL	0.12	NO - Privately- Owned

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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Cannery Park		12220034	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220035	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220036	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220037	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220038	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220039	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220040	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220041	Low Density Residential	RL	0.24	NO - Privately- Owned
Cannery Park		12220042	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12220043	Low Density Residential	RL	0.19	NO - Privately- Owned
Cannery Park		12220044	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12220045	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12220046	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220047	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220048	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220049	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220050	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220051	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12220052	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220053	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220054	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220055	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220056	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220057	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220058	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220059	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220060	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220061	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12220062	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12220063	Low Density Residential	RL	0.17	NO - Privately- Owned
Cannery Park		12220064	Low Density Residential	RL	0.01	Yes - City Owned
Cannery Park		12221001	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221002	Low Density Residential	RL	0.13	NO - Privately- Owned

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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Cannery Park		12221003	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221004	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12221005	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221006	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221007	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221008	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221009	Low Density Residential	RL	0.19	NO - Privately- Owned
Cannery Park		12221010	Low Density Residential	RL	0.23	NO - Privately- Owned
Cannery Park		12221011	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221012	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221013	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221014	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221015	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221016	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221017	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221018	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221019	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221020	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221021	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221022	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221023	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221024	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12221025	Low Density Residential	RL	0.24	NO - Privately- Owned
Cannery Park		12221026	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12221027	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221028	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221029	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221030	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221031	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12221032	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12221033	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221034	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221035	Low Density Residential	RL	0.2	NO - Privately- Owned

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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Cannery Park		12221036	Low Density Residential	RL	0.2	NO - Privately- Owned
Cannery Park		12221037	Low Density Residential	RL	0.25	NO - Privately- Owned
Cannery Park		12221038	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12221039	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221040	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12221041	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12221042	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12221043	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221044	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221045	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221046	Low Density Residential	RL	0.23	NO - Privately- Owned
Cannery Park		12221047	Low Density Residential	RL	0.18	NO - Privately- Owned
Cannery Park		12221048	Low Density Residential	RL	0.23	NO - Privately- Owned
Cannery Park		12221049	Low Density Residential	RL	0.15	NO - Privately- Owned
Cannery Park		12221050	Low Density Residential	RL	0.12	NO - Privately- Owned
Cannery Park		12221051	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12221052	Low Density Residential	RL	0.14	NO - Privately- Owned
Cannery Park		12221053	Low Density Residential	RL	0.16	NO - Privately- Owned
Cannery Park		12221054	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221055	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221056	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221057	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221058	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221059	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221060	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221061	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221062	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221063	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221064	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221065	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221066	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221067	Low Density Residential	RL	0.13	NO - Privately- Owned
Cannery Park		12221068	Low Density Residential	RL	0.01	Yes - City Owned

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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Cannery Park</b>	<b>0</b>	<b>32</b>	<b>490</b>	<b>522</b>	<b>291.82</b>	
Crystal Bay	1 *UNASSIGNED STOCKTON CA 95219	6606001	Medium Density Residential	RM	49.9	NO - Privately- Owned
Crystal Bay	1 *UNASSIGNED STOCKTON CA 95219	6606002	Low Density Residential	RL	62.63	NO - Privately- Owned
Crystal Bay	7544 W EIGHT MILE RD STOCKTON CA 95219	6606003	Medium Density Residential	RM	61.53	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Crystal Bay</b>	<b>0</b>	<b>67</b>	<b>1,276</b>	<b>1,343</b>	<b>174</b>	
Delta Cove	9821 N I 5 W FR RD STOCKTON CA 95219	7117002	Low Density Residential	RL	259.52	NO - Privately- Owned
Delta Cove	1 *UNASSIGNED STOCKTON CA 95219	7117004	Low Density Residential	RL	50	NO - Privately- Owned
Delta Cove	1 *UNASSIGNED STOCKTON CA 95219	7117005	Low Density Residential	RL	50	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Delta Cove</b>	<b>0</b>	<b>77</b>	<b>1,468</b>	<b>1,545</b>	<b>359.52</b>	
Elderberry Residential Project		8404005	High Density Residential	RH	12.46	NO - Privately- Owned
Elderberry Residential Project	10601 N LOWER SACRAMENTO RD STOCKTON CA 95209	8404007	Low Density Residential	RL	6.34	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Elderberry Residential Project</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>18.8</b>	
Grand View Village		13913028	Commercial	CD	0.79	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Grand View Village</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0.79</b>	
Harding Apartments	645 W HARDING WY 15A STOCKTON CA 95204	13705006	Administrative Professional	CO	1.02	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Harding Apartments</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>22</b>	<b>1.02</b>	
Hunter House New Apartments	610 N HUNTER ST STOCKTON CA 95202	13906033	Commercial	CD	0.69	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Hunter House New Apartments</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>0.69</b>	
La Passeggiata Affordable Housing Project	622 E LINDSAY ST STOCKTON CA 95202	13931025	Commercial	CD	0.83	YES - State-Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>La Passeggiata Affordable Housing Project</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0.83</b>	
Mobile Homes On El Dorado	2424 S EL DORADO ST STOCKTON CA 95206	16707028	High Density Residential	RH	7.06	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Mobile Homes On El Dorado</b>	<b>0</b>	<b>18</b>	<b>104</b>	<b>122</b>	<b>7.06</b>	
Sanctuary		7113013	Mixed Use	MX	1546.17	NO - Privately- Owned
Sanctuary		7113015	Mixed Use	MX	1.73	NO - Privately- Owned

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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
Sanctuary		7113016	Mixed Use	MX	205.92	NO - Privately- Owned
Sanctuary		7113017	Mixed Use	MX	79.49	NO - Privately- Owned
Sanctuary		7113018	Mixed Use	MX	110.86	NO - Privately- Owned
Sanctuary		7113019	Mixed Use	MX	6.29	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Sanctuary</b>	<b>0</b>	<b>0</b>	<b>5,758</b>	<b>5,758</b>	<b>1,950</b>	
Sonora Square Apartments	E. Sonora Street between S. Center Street and S. El Dorado Street	14906217	Commercial	CD	0.92	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Sonora Square Apartments</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0.92</b>	
Swain Crossing Apartments	6045 TAM O SHANTER DR STOCKTON CA 95210	9405008	High Density Residential	RH	1.58	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Swain Crossing Apartments</b>	<b>0</b>	<b>5</b>	<b>31</b>	<b>36</b>	<b>1.58</b>	
Tra Vigne		12002001	Commercial	CG	0.92	NO - Privately- Owned
Tra Vigne		12002002	Low Density Residential	RL	83.08	NO - Privately- Owned
Tra Vigne		12002003	Low Density Residential	RL	38.34	NO - Privately- Owned
Tra Vigne		12002013	Industrial	IG	5.29	NO - Privately- Owned
Tra Vigne		12002014	Industrial	IG	10.28	NO - Privately- Owned
Tra Vigne		12002015	Low Density Residential	RL	98.02	NO - Privately- Owned
Tra Vigne		12002017	Low Density Residential	OS	25.53	NO - Privately- Owned
Tra Vigne		12002018	Low Density Residential	RL	5.68	NO - Privately- Owned
Tra Vigne		12002019	Low Density Residential	RL	12.66	NO - Privately- Owned
Tra Vigne		12002022	Low Density Residential	RL	20.21	NO - Privately- Owned
Tra Vigne		12002023	Low Density Residential	RL	12.97	NO - Privately- Owned
Tra Vigne		12201002	Low Density Residential	RL	2.84	NO - Privately- Owned
Tra Vigne		12201004	Low Density Residential	RL	2.23	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Tra Vigne</b>	<b>0</b>	<b>0</b>	<b>1,503</b>	<b>1,503</b>	<b>318.05</b>	
Trinity Parkway Apartments	5215 COSUMNES DR STOCKTON CA 95219	6602008	Mixed Use	MX	4.32	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
<b>Trinity Parkway Apartments</b>	<b>0</b>	<b>18</b>	<b>102</b>	<b>120</b>	<b>4.32</b>	
University Park		13921008	Mixed Use	MX	103.47	YES - State-Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	

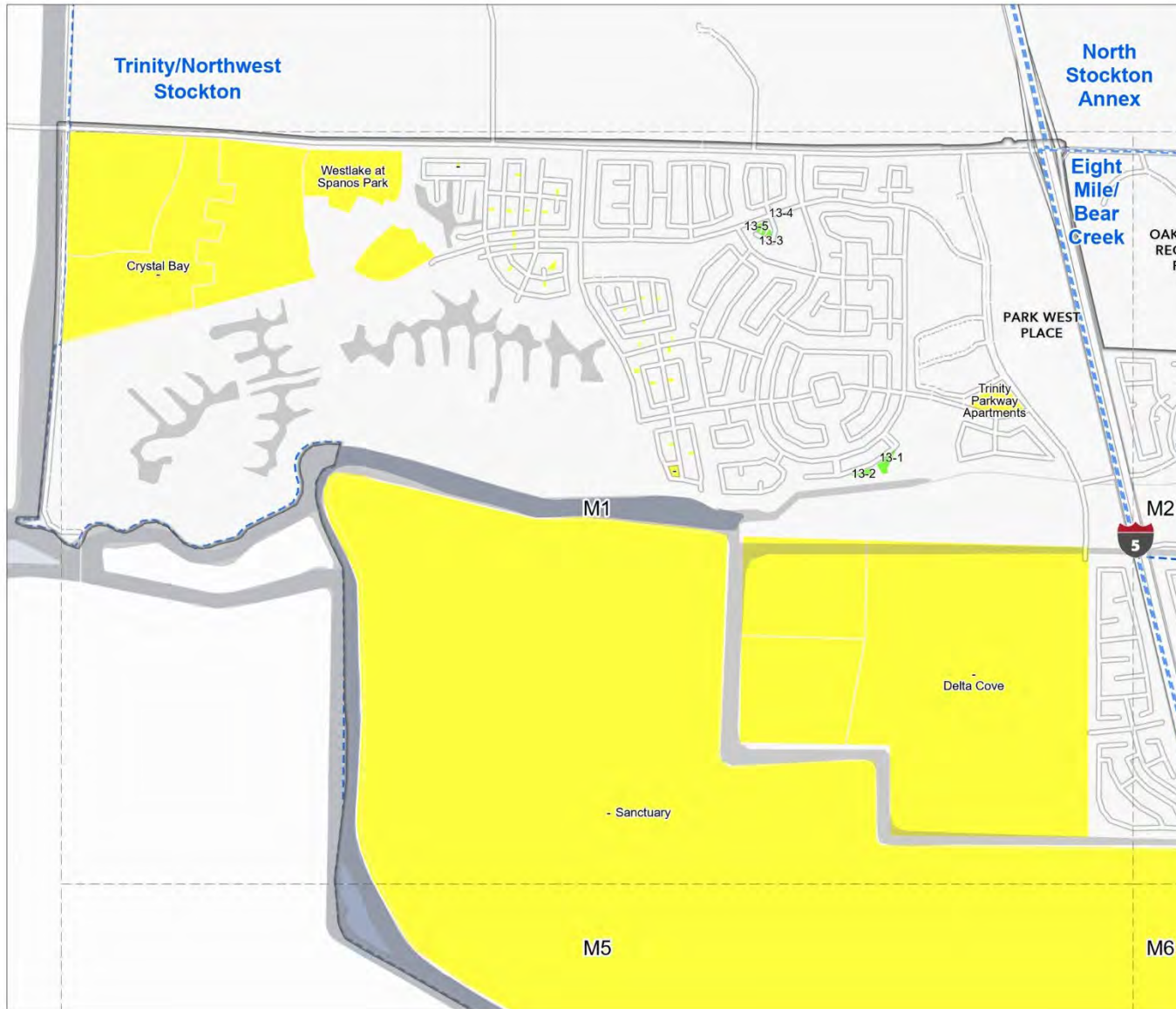
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PIPELINE PROJECT NAME	ADDRESS	APN	GENERAL PLAN	ZONING	PARCEL ACREAGE	PUBLICLY-OWNED
<b>University Park</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>359</b>	<b>103.47</b>	
Westlake at Spanos Park	1 *UNASSIGNED STOCKTON CA 95219	6605014	Mixed Use	MX	20.77	NO - Privately- Owned
Westlake at Spanos Park	1 *UNASSIGNED STOCKTON CA 95219	6605015	Mixed Use	MX	0	NO - Privately- Owned
Westlake at Spanos Park	5836 MELONES WY STOCKTON CA 95219	6633004	Mixed Use	MX	0.14	NO - Privately- Owned
Westlake at Spanos Park	10306 HADDONFIELD LN STOCKTON CA 95219	6633022	Mixed Use	MX	0.13	NO - Privately- Owned
Westlake at Spanos Park	10345 HADDONFIELD LN STOCKTON CA 95219	6633026	Mixed Use	MX	0.16	NO - Privately- Owned
Westlake at Spanos Park	10302 JERICHO DR STOCKTON CA 95219	6634016	Mixed Use	MX	0.15	NO - Privately- Owned
Westlake at Spanos Park	10129 BAY HARBOR DR STOCKTON CA 95219	6635040	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park	10113 CAPETOWN LN STOCKTON CA 95219	6636028	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park	5920 GREY GULL WY STOCKTON CA 95219	6636044	Mixed Use	MX	0.5	NO - Privately- Owned
Westlake at Spanos Park	5944 DUCK COVE LN STOCKTON CA 95219	6637047	Mixed Use	MX	0.1	NO - Privately- Owned
Westlake at Spanos Park	10606 REGATTA LN STOCKTON CA 95219	6637051	Institutional	PF	0.08	YES - Special District-Owned
Westlake at Spanos Park	10554 BERRY COVE WY STOCKTON CA 95219	6638005	Mixed Use	MX	0.09	NO - Privately- Owned
Westlake at Spanos Park	10534 SEAHORN DR STOCKTON CA 95219	6638023	Mixed Use	MX	0.09	NO - Privately- Owned
Westlake at Spanos Park	5945 MELONES WY STOCKTON CA 95219	6639005	Mixed Use	MX	0.08	NO - Privately- Owned
Westlake at Spanos Park	5829 MELONES WY STOCKTON CA 95219	6639038	Mixed Use	MX	0.08	NO - Privately- Owned
Westlake at Spanos Park	5862 PEBBLESTONE LN STOCKTON CA 95219	6639062	Mixed Use	MX	0.09	NO - Privately- Owned
Westlake at Spanos Park		6641056	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park		6641070	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park		6642004	Mixed Use	MX	0.14	NO - Privately- Owned
Westlake at Spanos Park		6642014	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park		6642028	Mixed Use	MX	0.13	NO - Privately- Owned
Westlake at Spanos Park		6642042	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park		6642084	Mixed Use	MX	0.14	NO - Privately- Owned
Westlake at Spanos Park		6644028	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park		6645053	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park		6645069	Mixed Use	MX	0.28	NO - Privately- Owned
Westlake at Spanos Park		6646028	Mixed Use	MX	0.12	NO - Privately- Owned
Westlake at Spanos Park		6646038	Mixed Use	MX	0.11	NO - Privately- Owned
<b>Project Summary</b>	<b>Lower Income Capacity</b>	<b>Moderate Income Capacity</b>	<b>Above Moderate Income Capacity</b>	<b>Total Capacity</b>	<b>Total Acres</b>	
Westlake at Spanos Park	0	131	2,490	2,621	24.32	



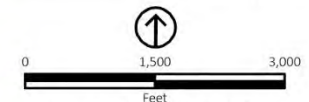
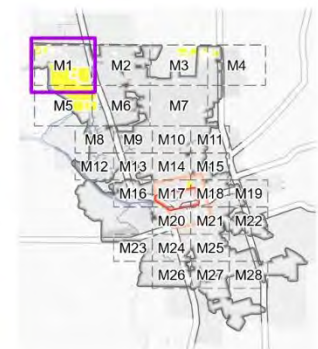
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## Sites Inventory Map M1



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

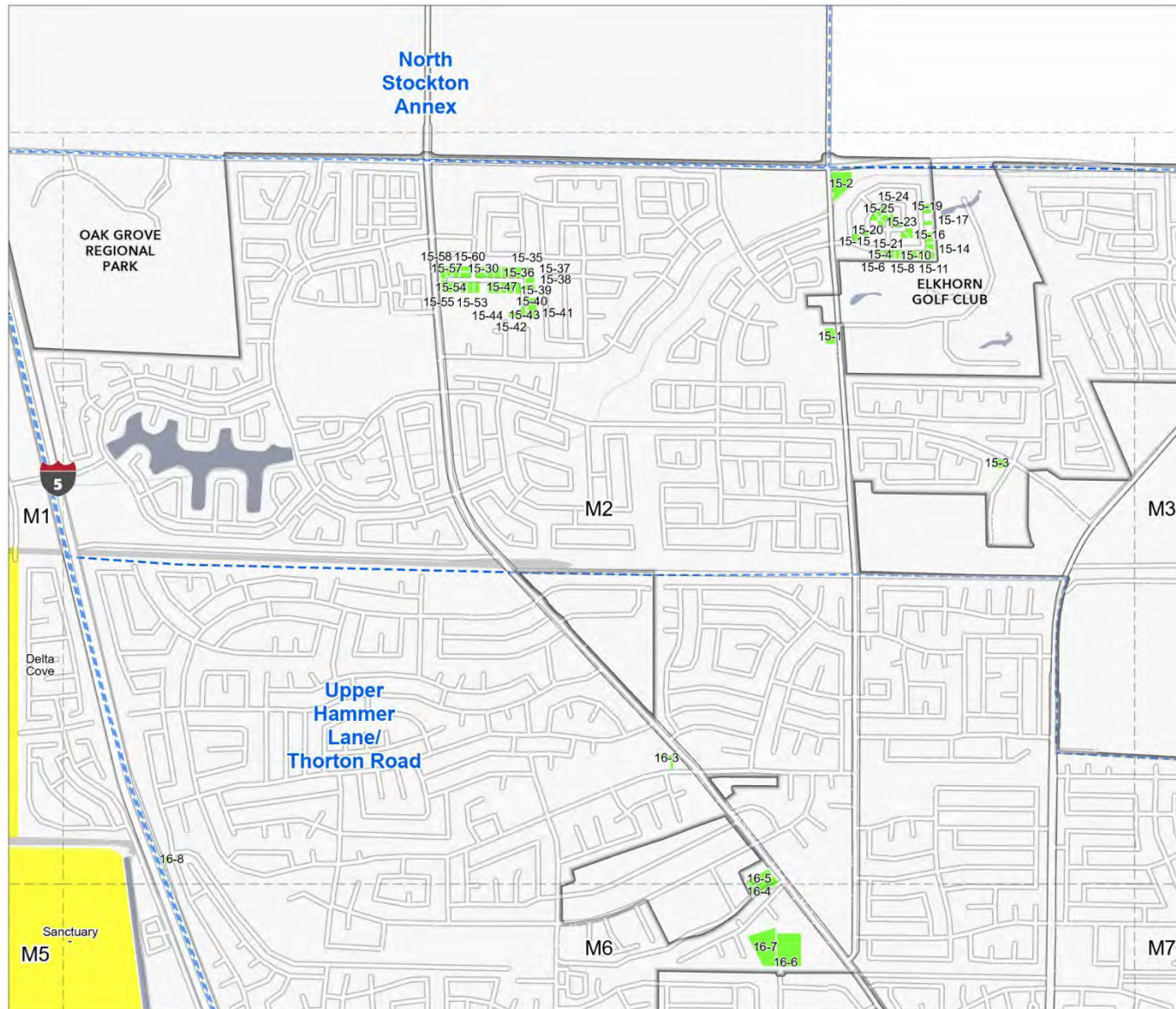
Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
Pacific Avenue/ Lincoln Village	8
Morada/ Holman Neighborhood	9
Mariposa Lakes	10
Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest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



Revision Date: 3/31/2023

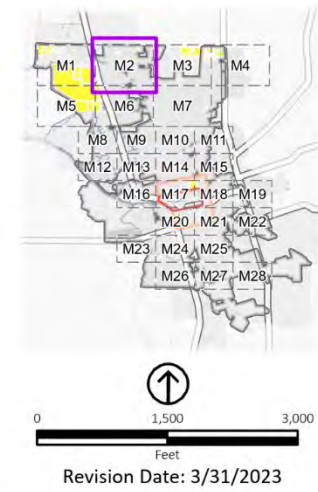
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## Sites Inventory Map M2



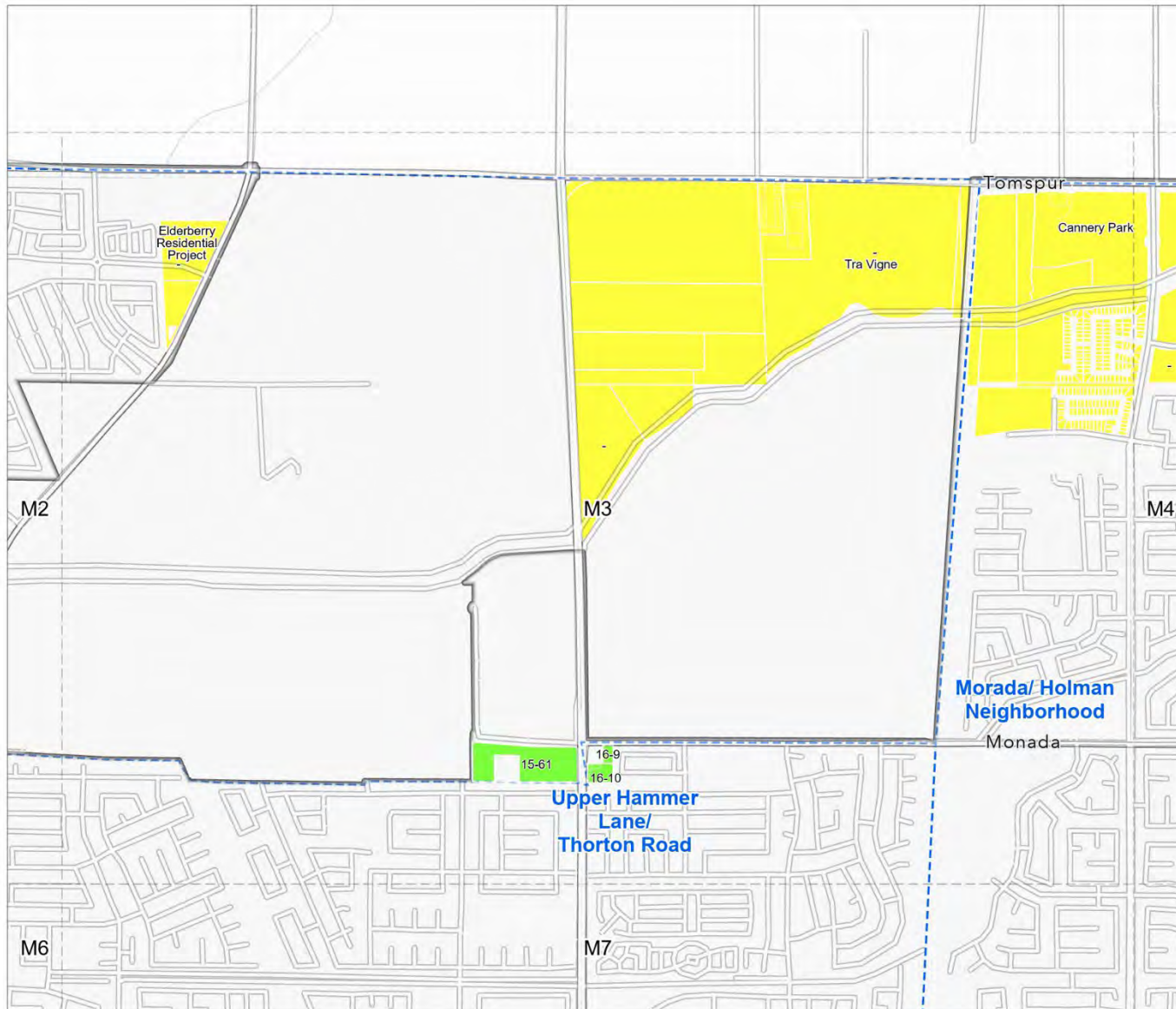
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

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



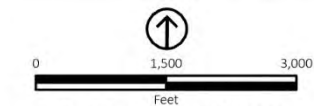
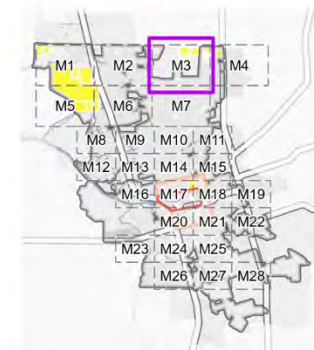
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## Sites Inventory Map M3



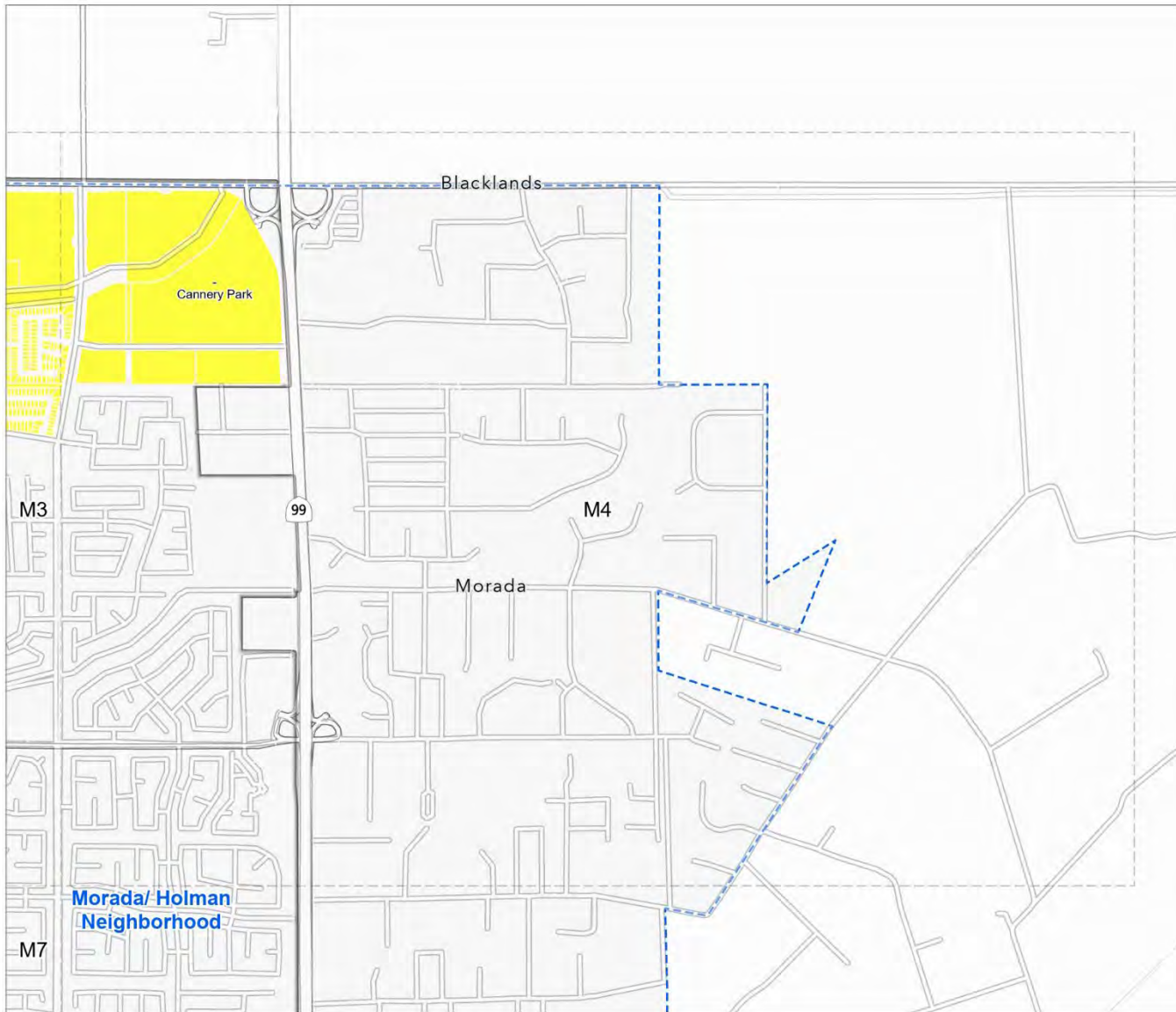
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

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



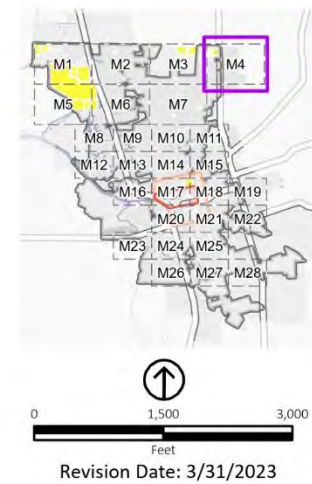
Revision Date: 3/31/2023

Sites Inventory Map M4



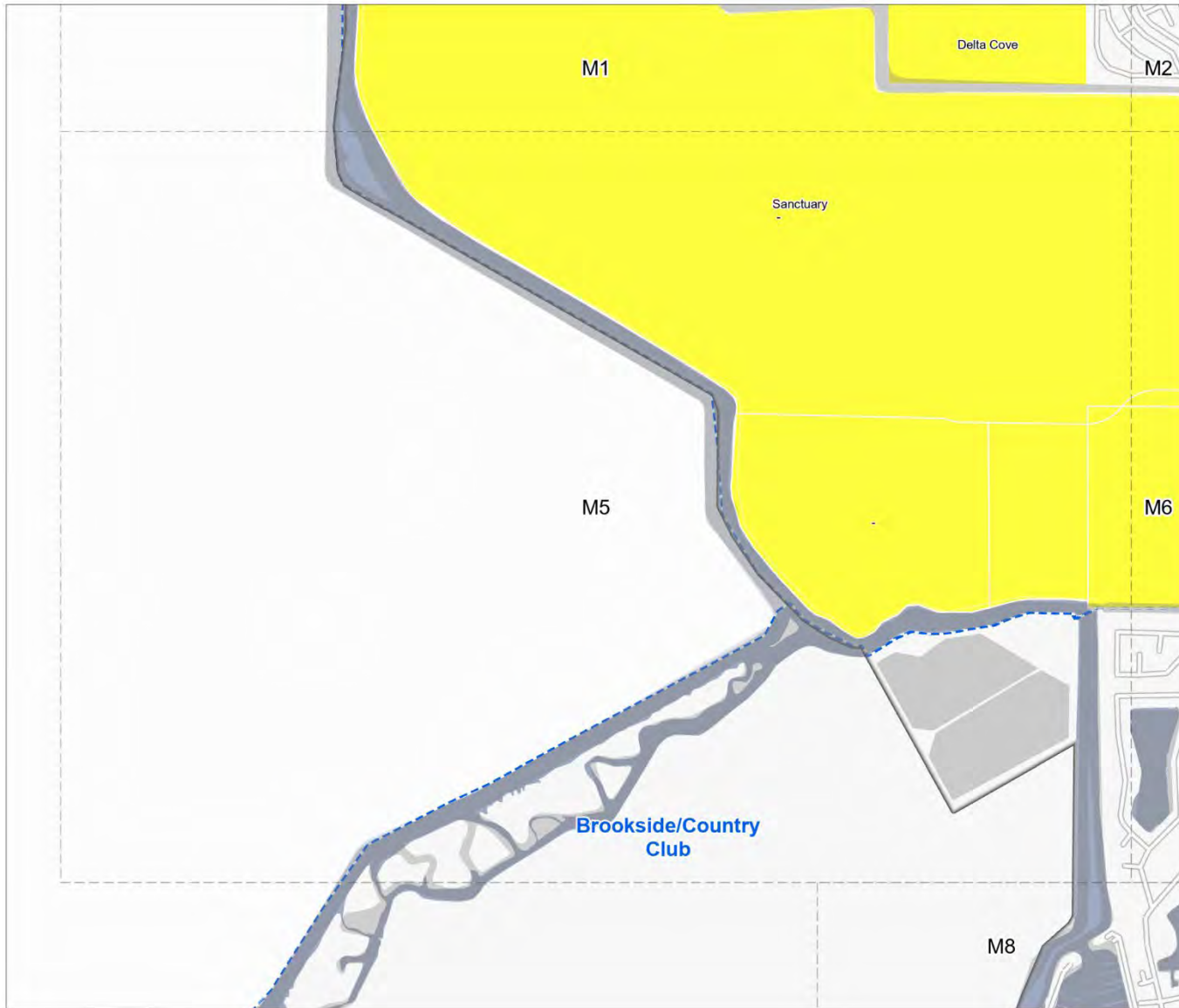
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project

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



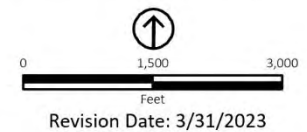
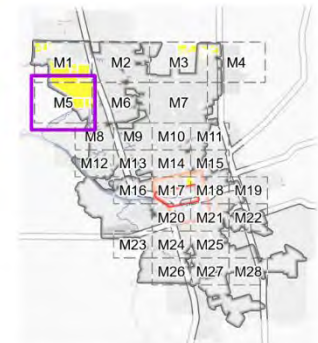
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## Sites Inventory Map M5



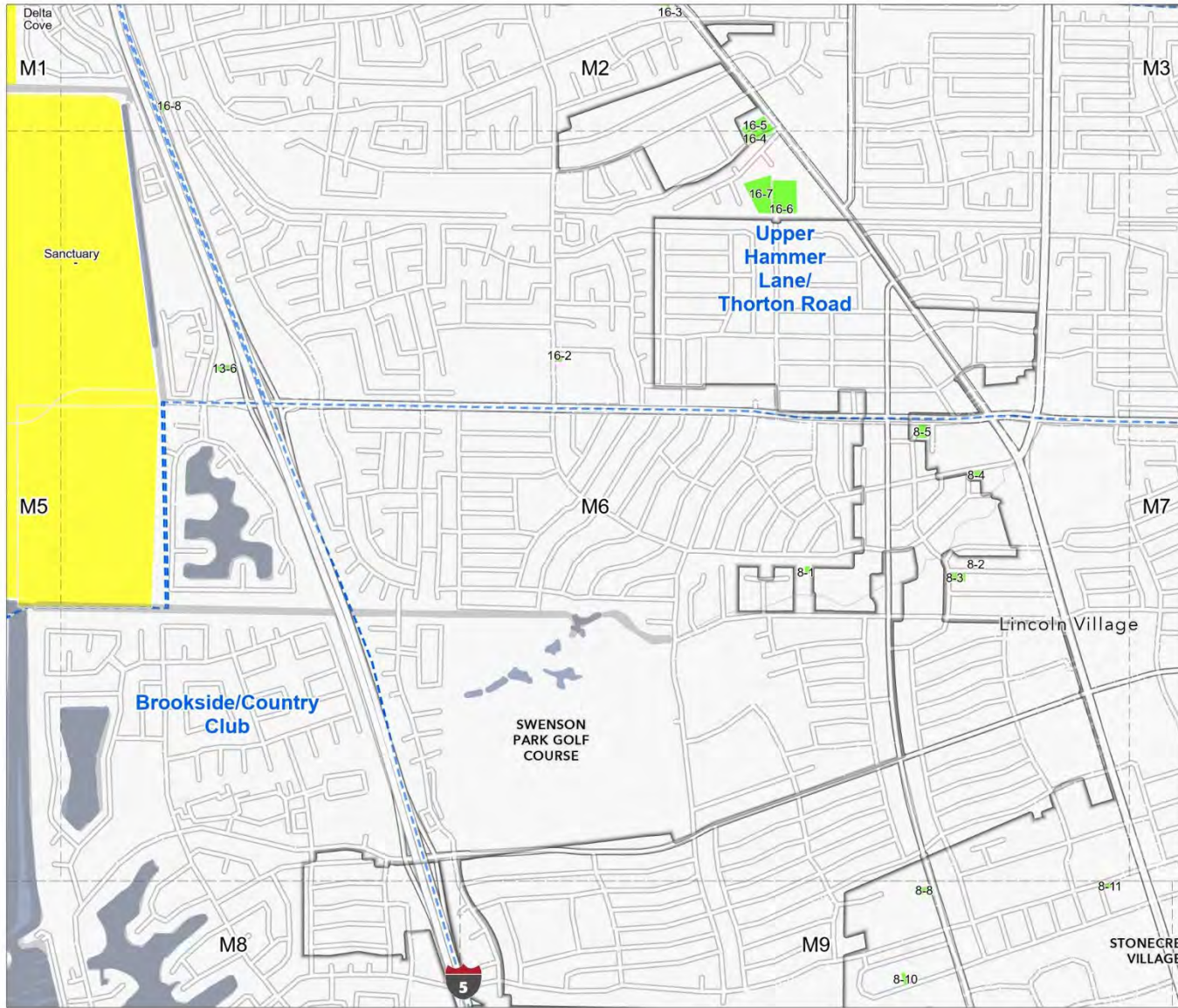
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project

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



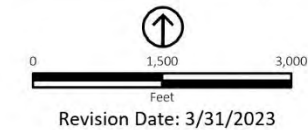
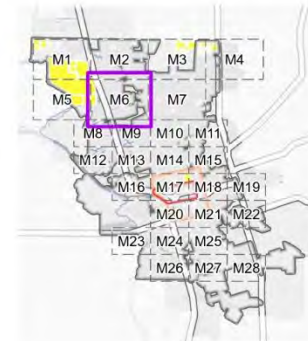
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## Sites Inventory Map M6



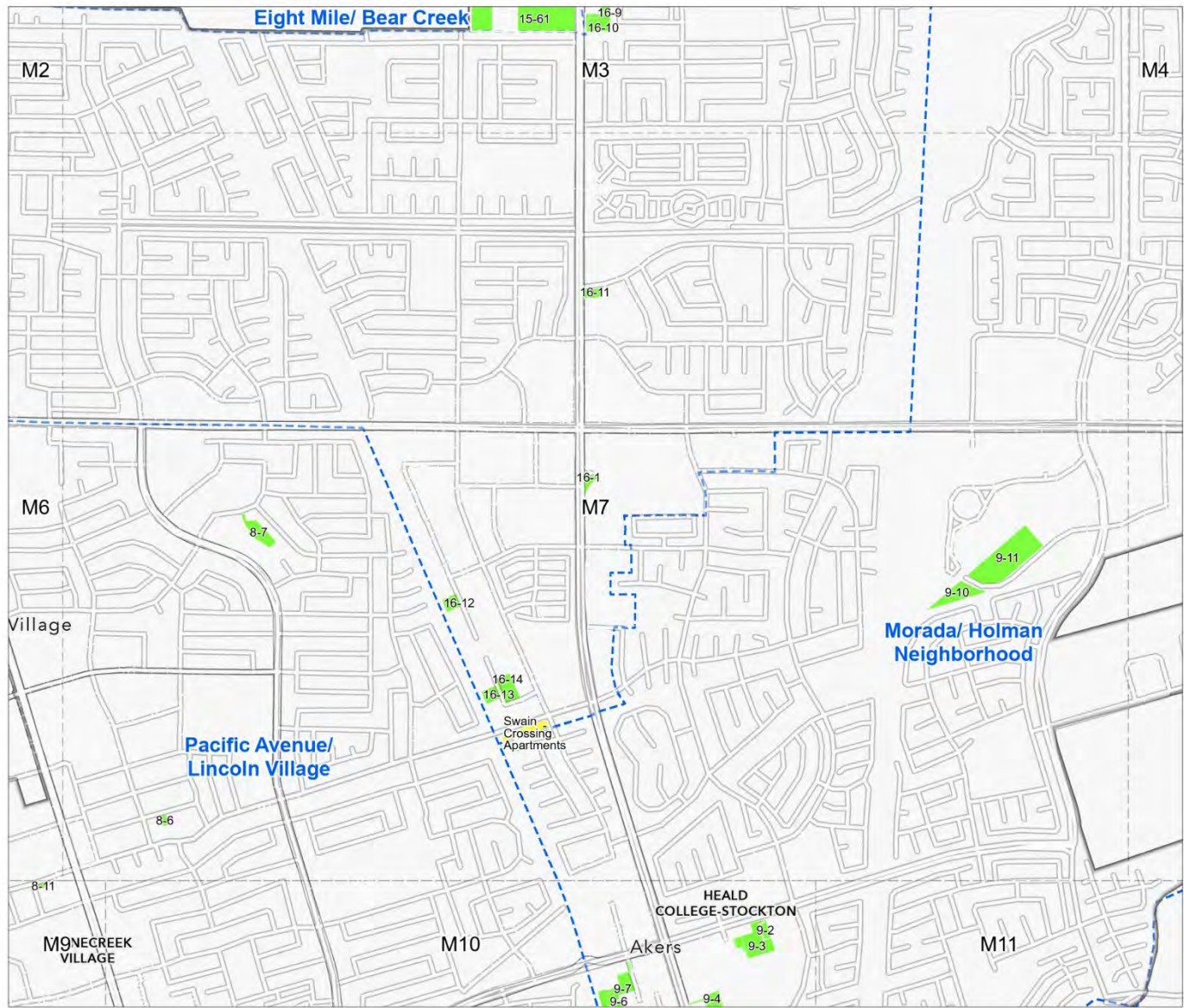
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

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



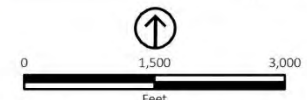
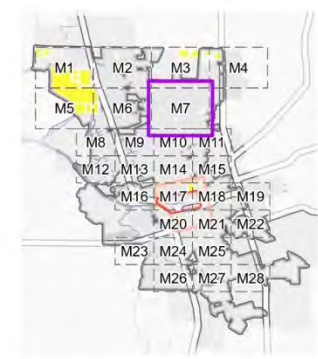
# Public Review Draft, April 2023

## Sites Inventory Map M7



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

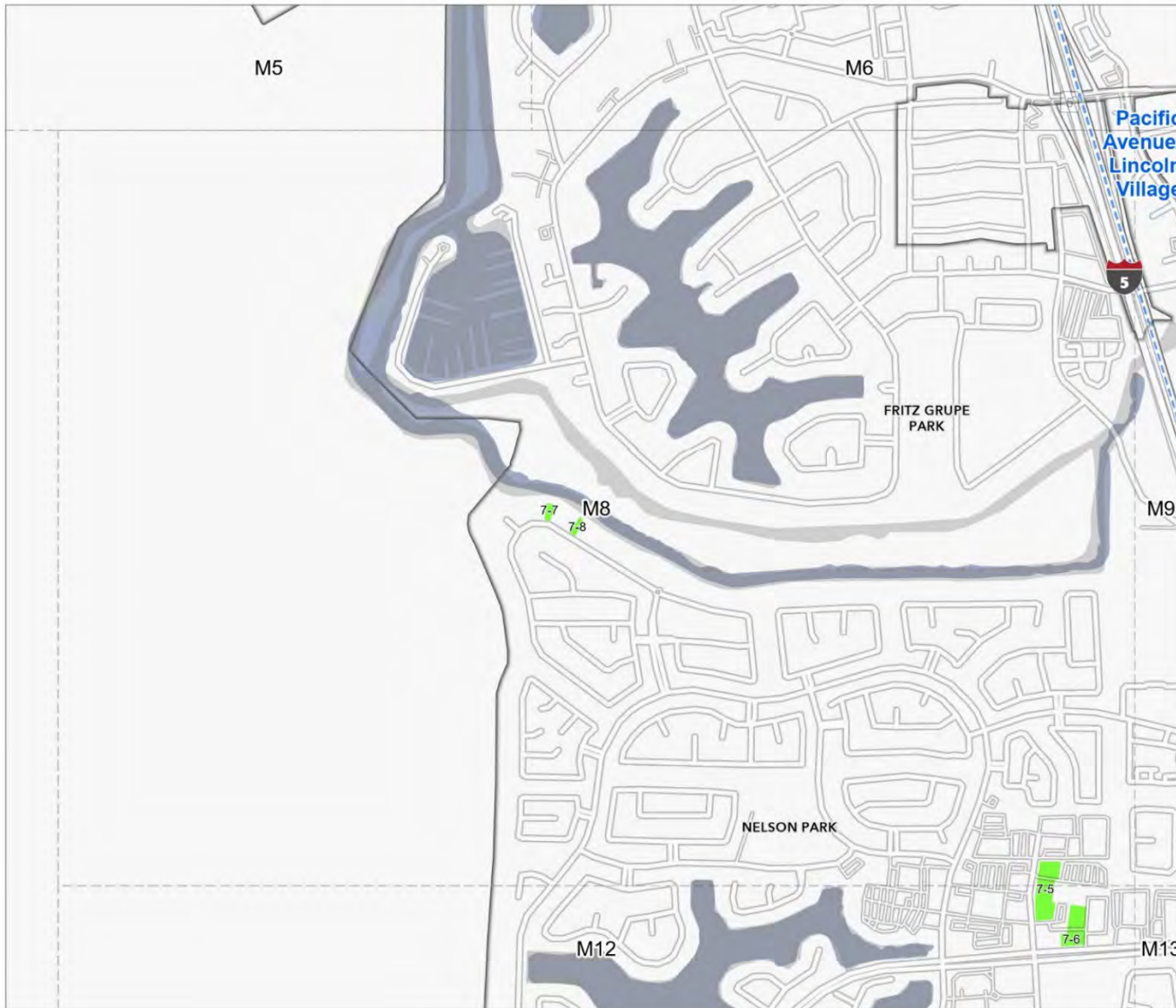
Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
Pacific Avenue/ Lincoln Village	8
Morada/ Holman Neighborhood	9
Mariposa Lakes	10
Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest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



Revision Date: 3/31/2023

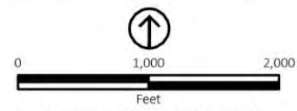
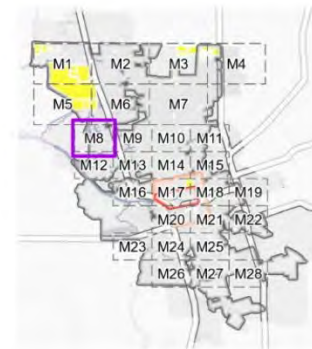
# Public Review Draft, April 2023

## Sites Inventory Map M8



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site
- Vacant Site

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



Revision Date: 3/31/2023



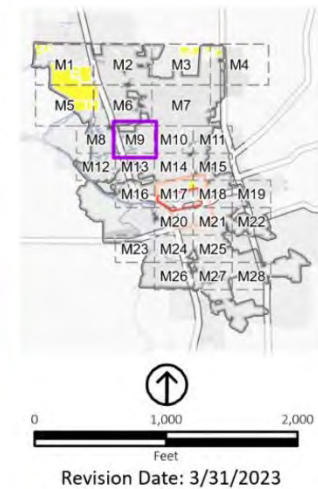
# Public Review Draft, April 2023

## Sites Inventory Map M9



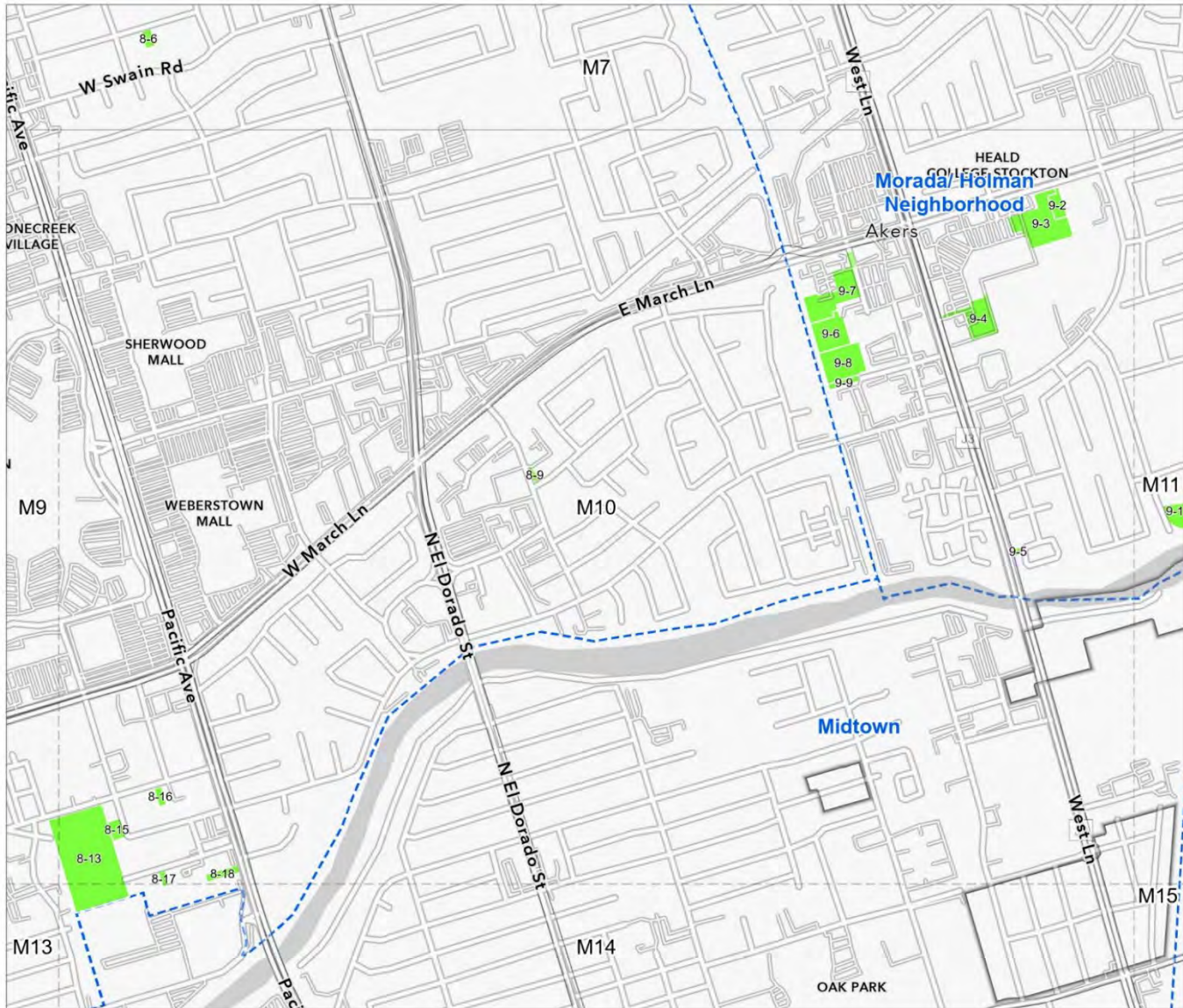
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

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



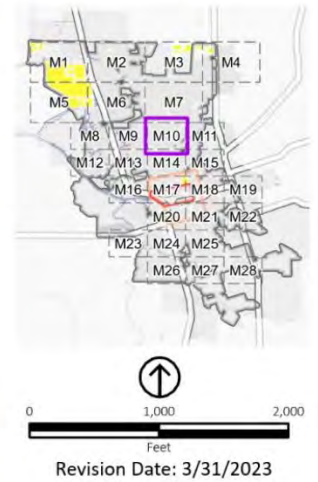
# Public Review Draft, April 2023

## Sites Inventory Map M10



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site
- Vacant Site

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

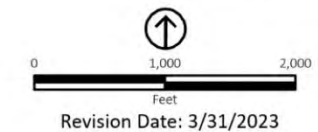
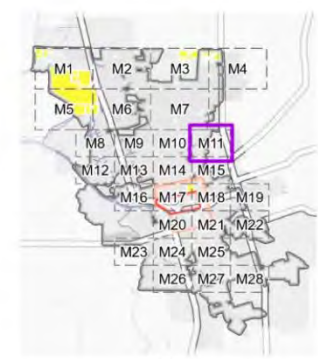


Sites Inventory Map M11

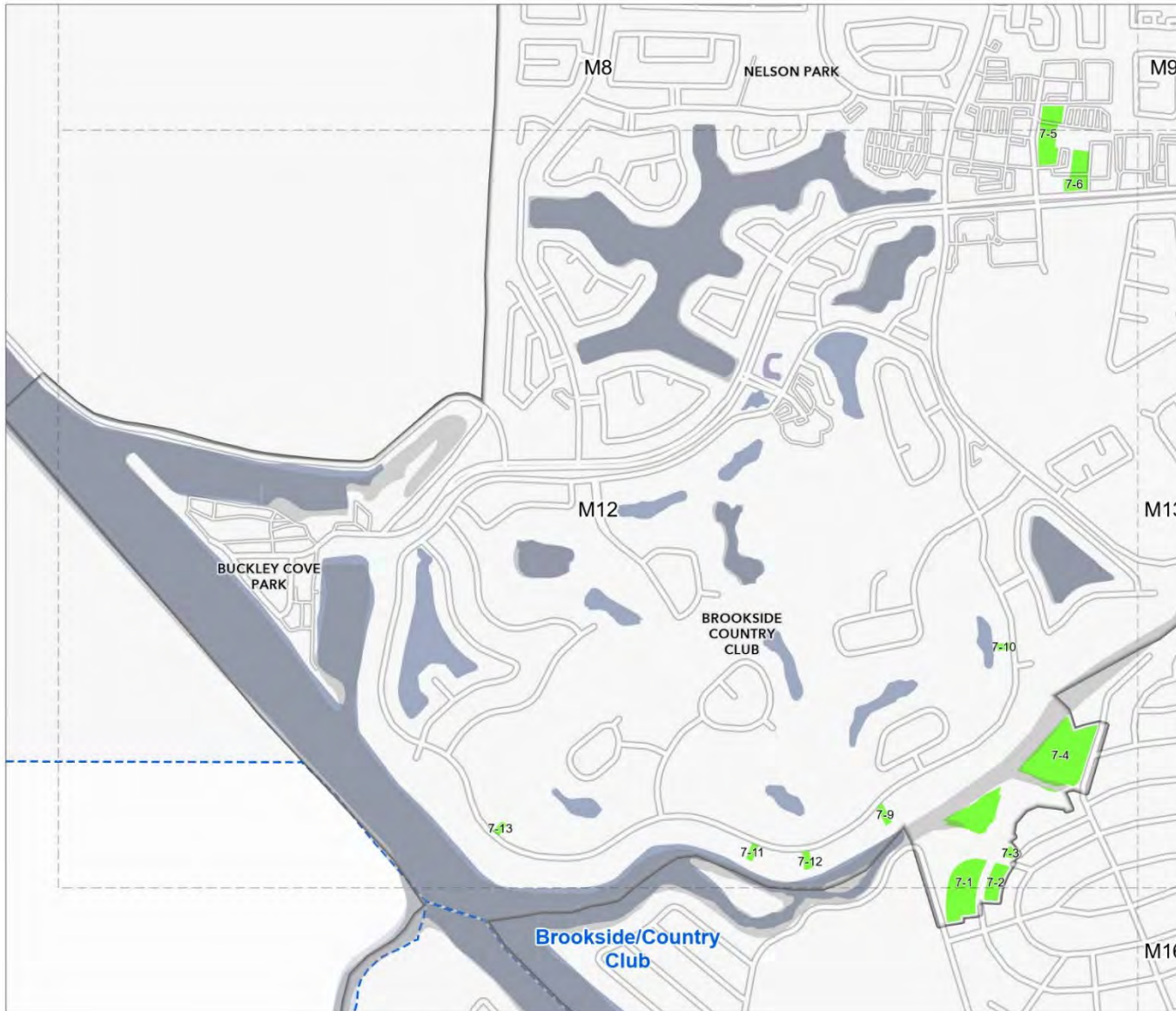


- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Vacant Site

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

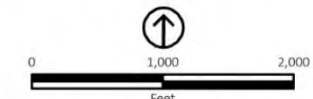
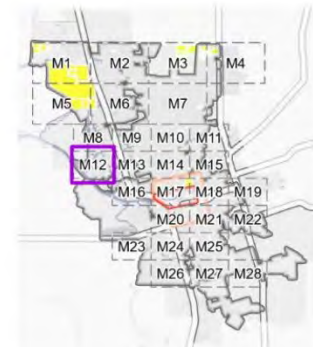


Sites Inventory Map M12



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site
- Vacant Site

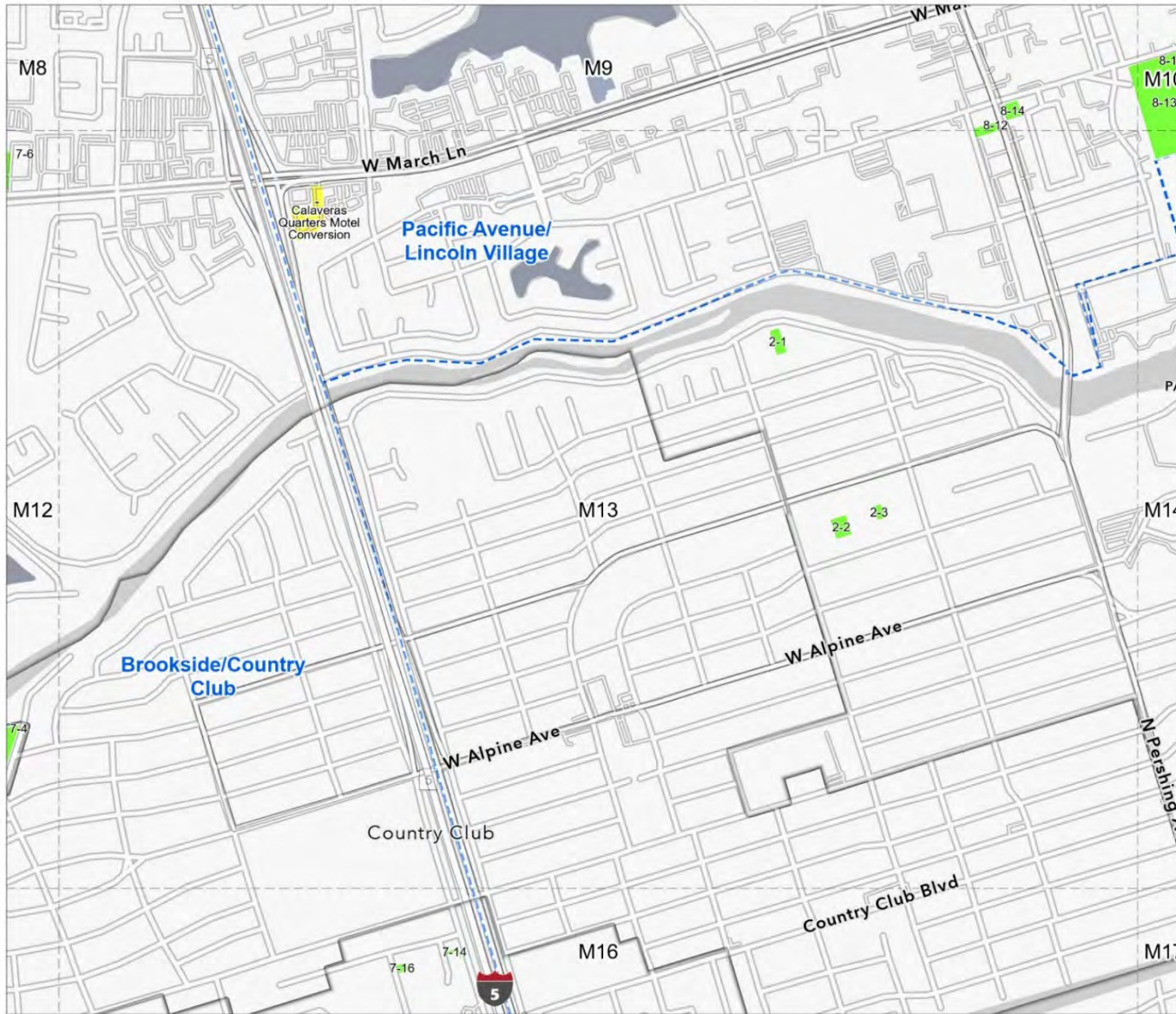
Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
Pacific Avenue/ Lincoln Village	8
Morada/ Holman Neighborhood	9
Mariposa Lakes	10
Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest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



Revision Date: 3/31/2023

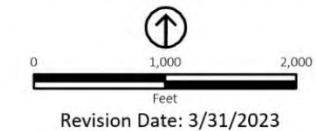
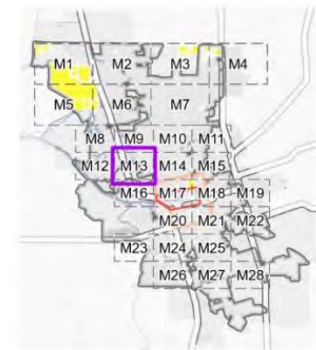
# Public Review Draft, April 2023

## Sites Inventory Map M13



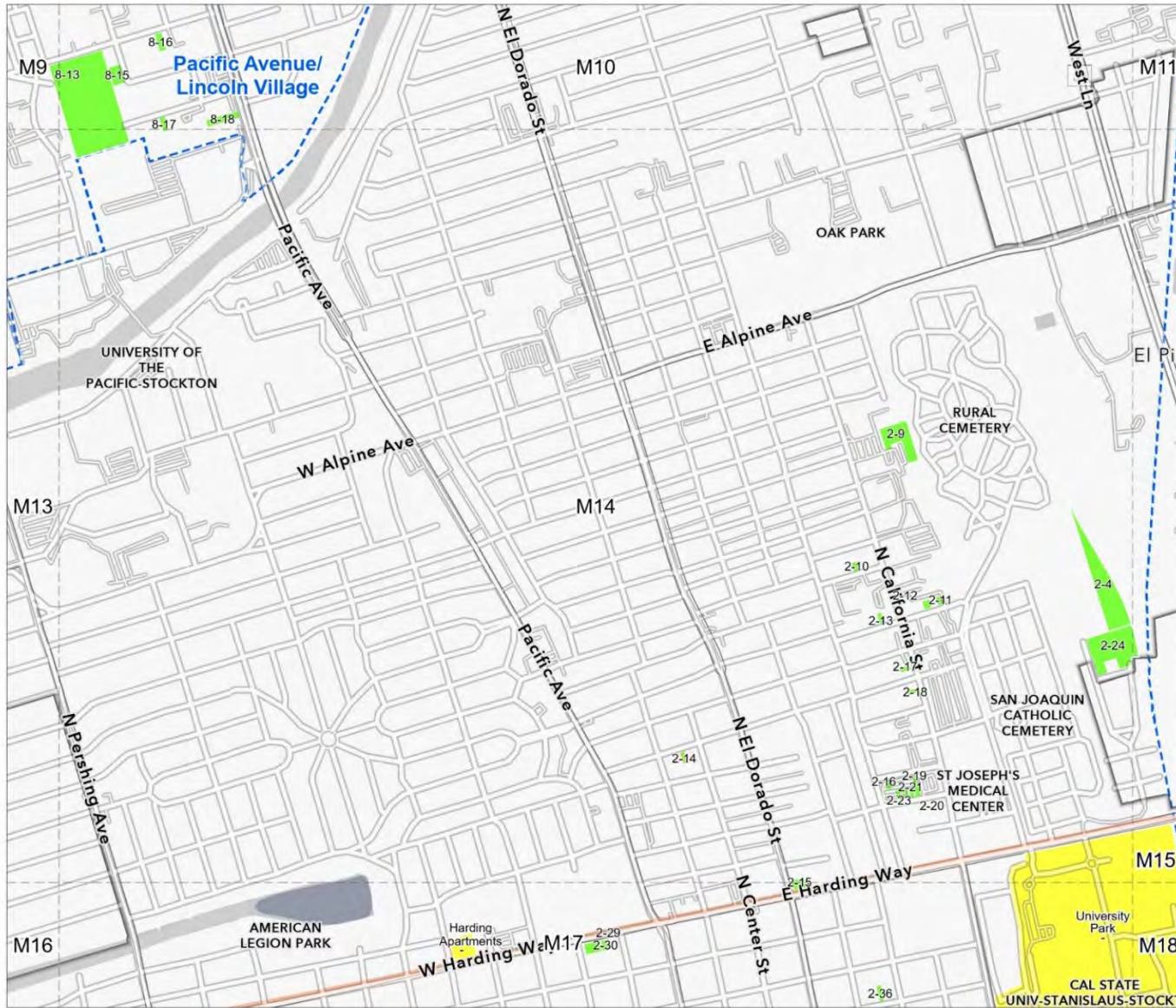
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

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



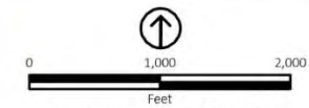
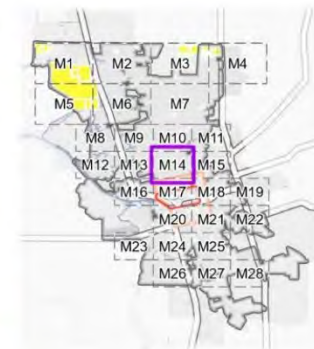
# Public Review Draft, April 2023

## Sites Inventory Map M14



- Stockton City Limits
- Stockton Neighborhoods
- Greater Downtown
- Housing Site**
- Pipeline Project
- Vacant Site

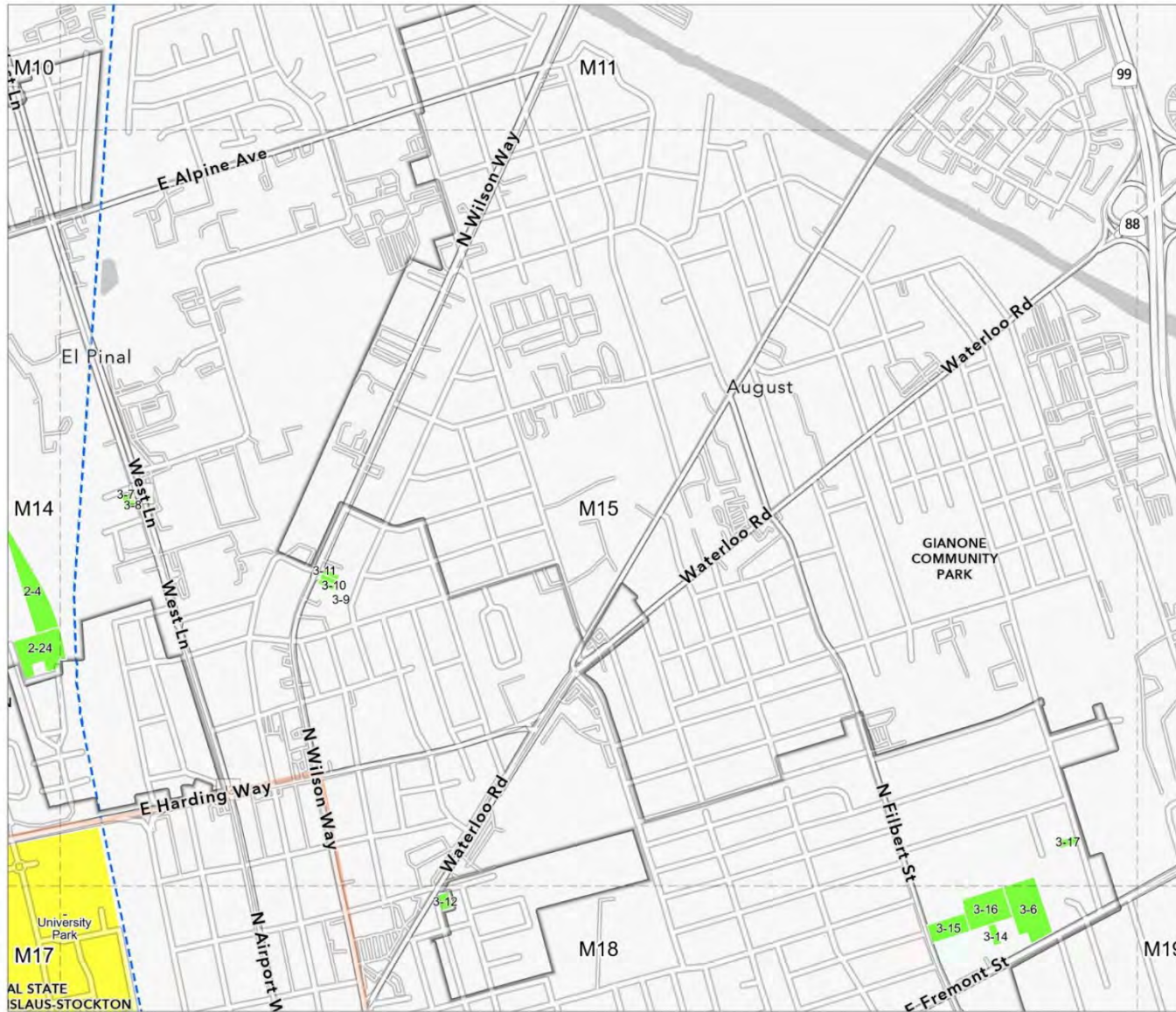
Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
Pacific Avenue/ Lincoln Village	8
Morada/ Holman Neighborhood	9
Mariposa Lakes	10
Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest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



Revision Date: 3/31/2023

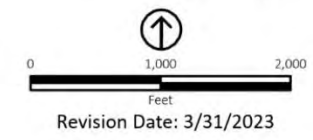
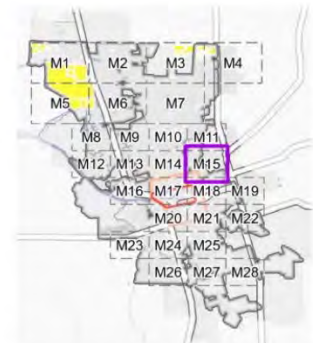
# Public Review Draft, April 2023

## Sites Inventory Map M15



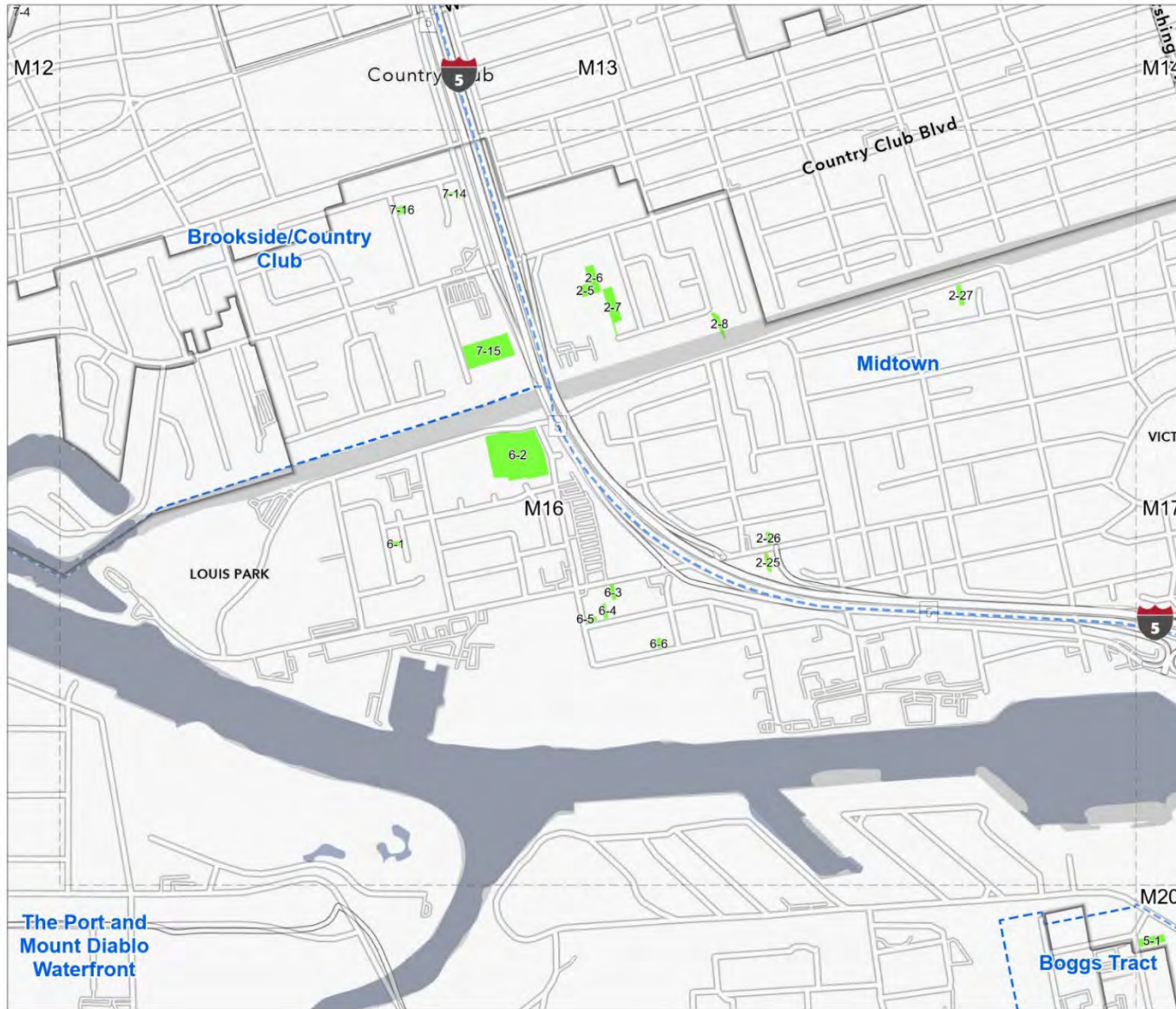
- Stockton City Limits
- Stockton Neighborhoods
- Greater Downtown
- Housing Site**
- Pipeline Project
- Vacant Site

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



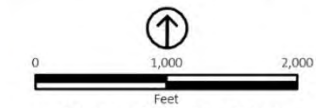
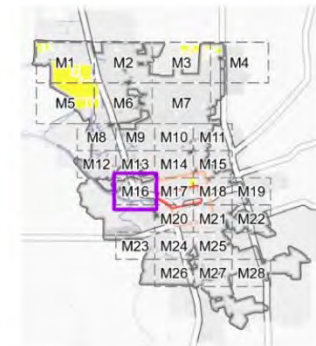
# Public Review Draft, April 2023

## Sites Inventory Map M16



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site
- Vacant Site

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

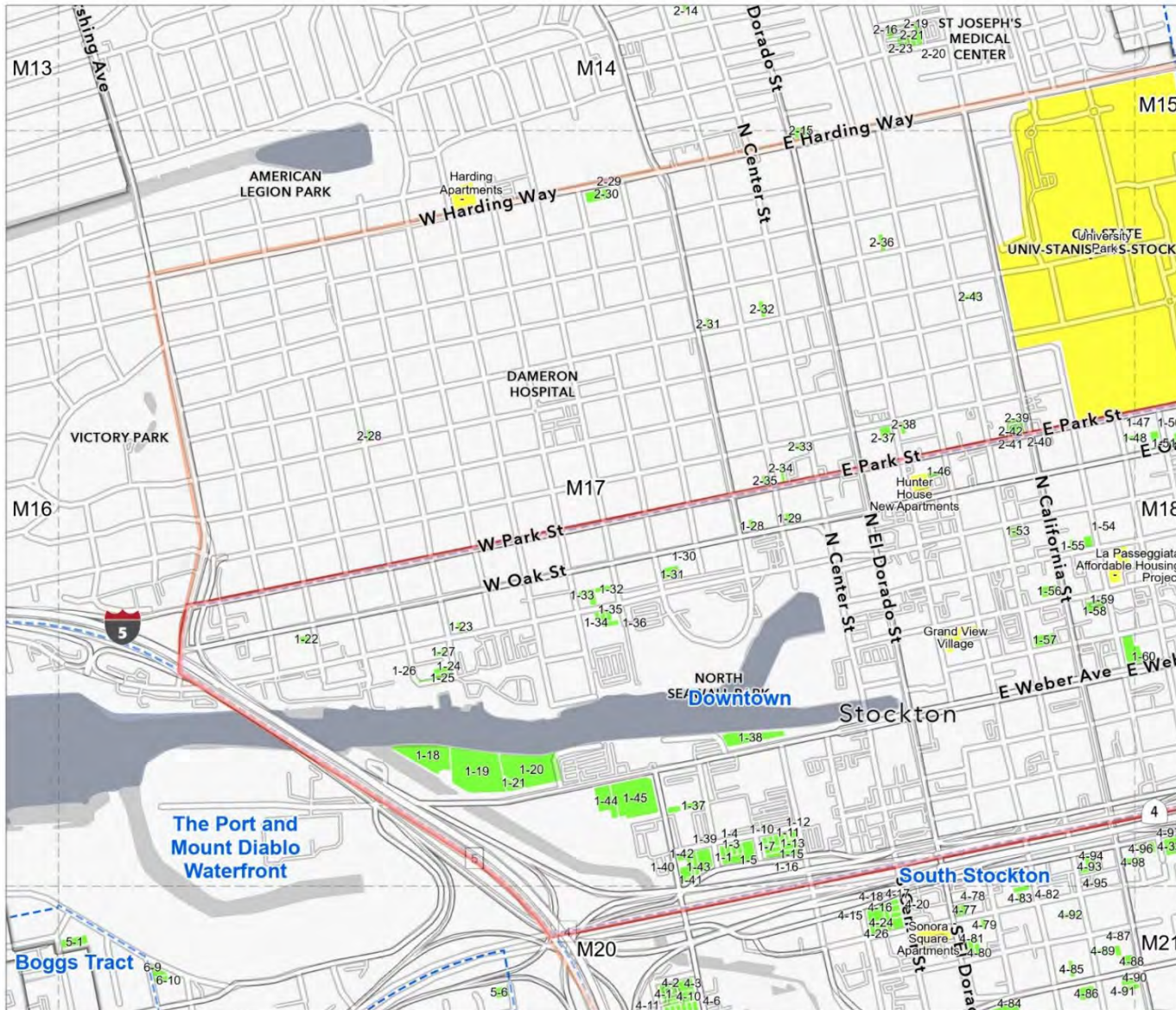


Revision Date: 3/31/2023



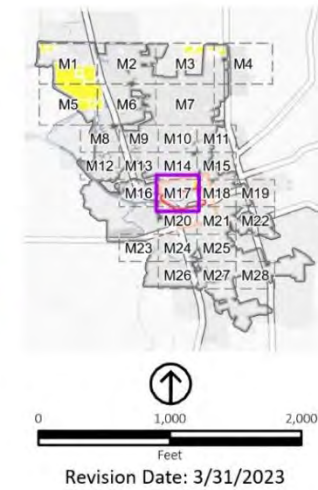
# Public Review Draft, April 2023

## Sites Inventory Map M17

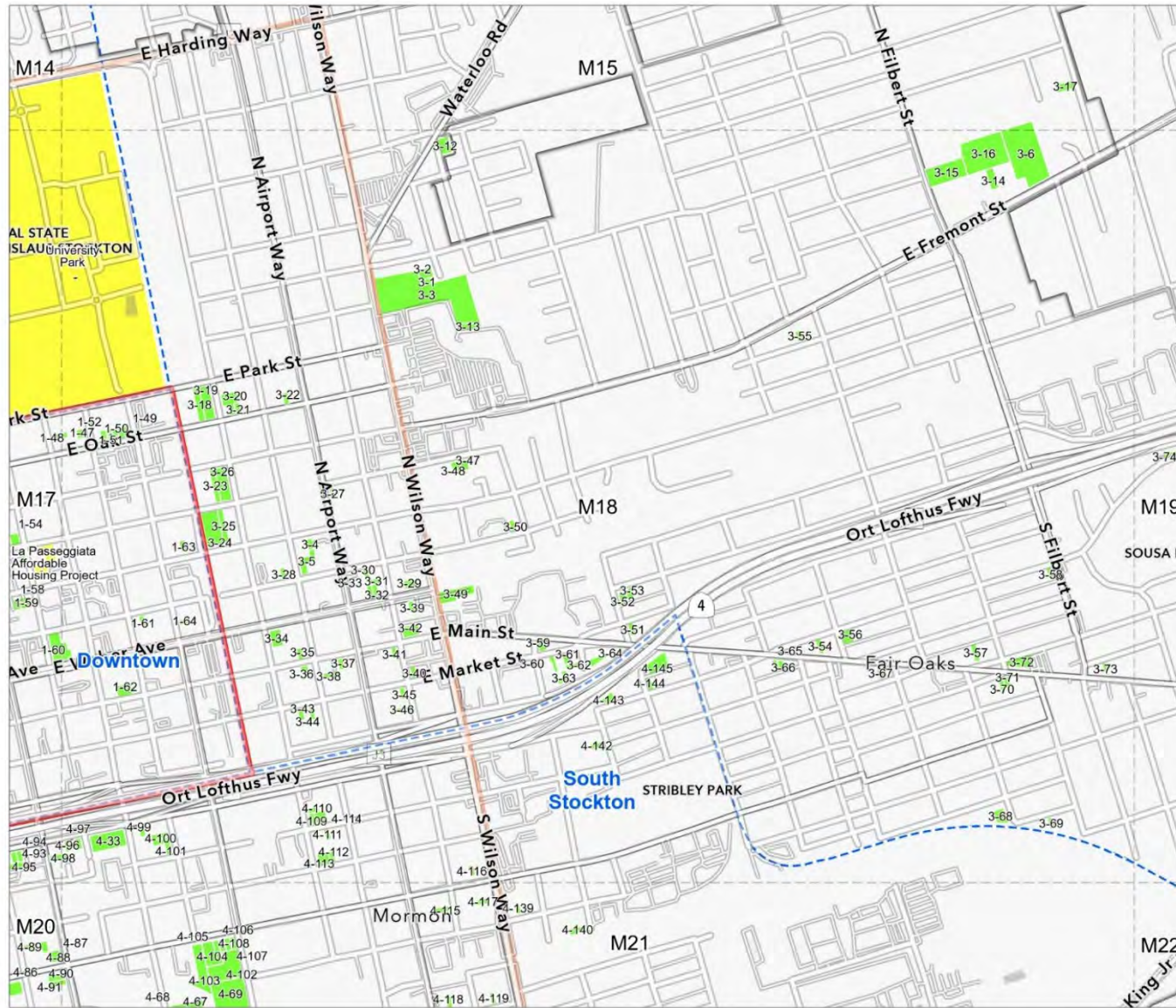


- Stockton City Limits
- Stockton Neighborhoods
- Downtown Core
- Greater Downtown
- Housing Site**
- Pipeline Project
- Vacant Site

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

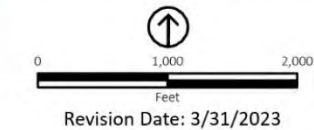
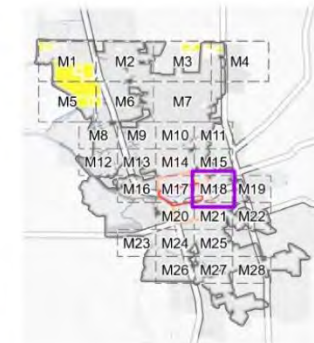


Sites Inventory Map M18



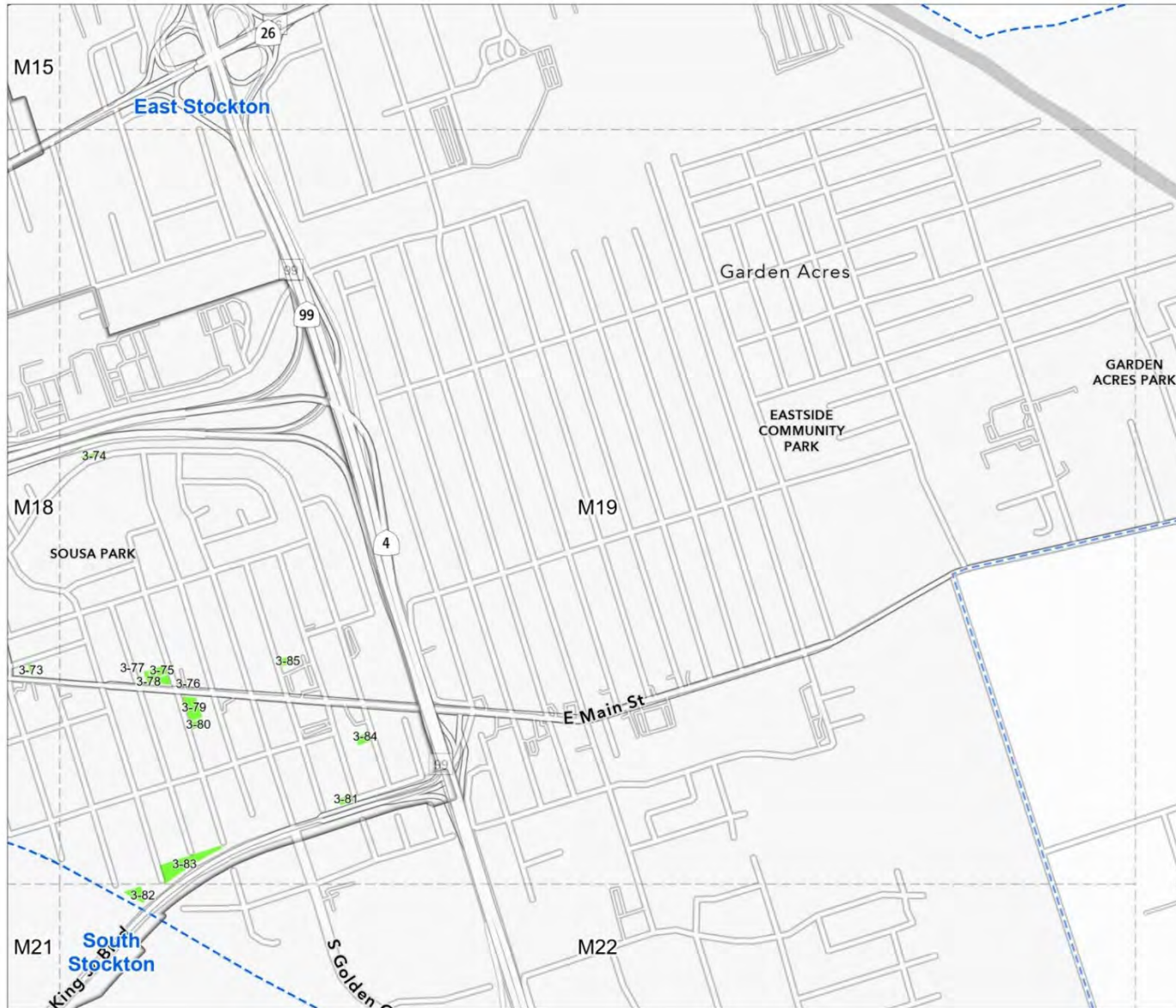
- Stockton City Limits
- Stockton Neighborhoods
- Downtown Core
- Greater Downtown
- Housing Site**
- Pipeline Project
- Vacant Site

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



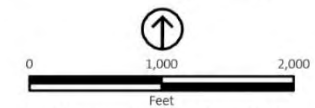
# Public Review Draft, April 2023

## Sites Inventory Map M19



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Vacant Site

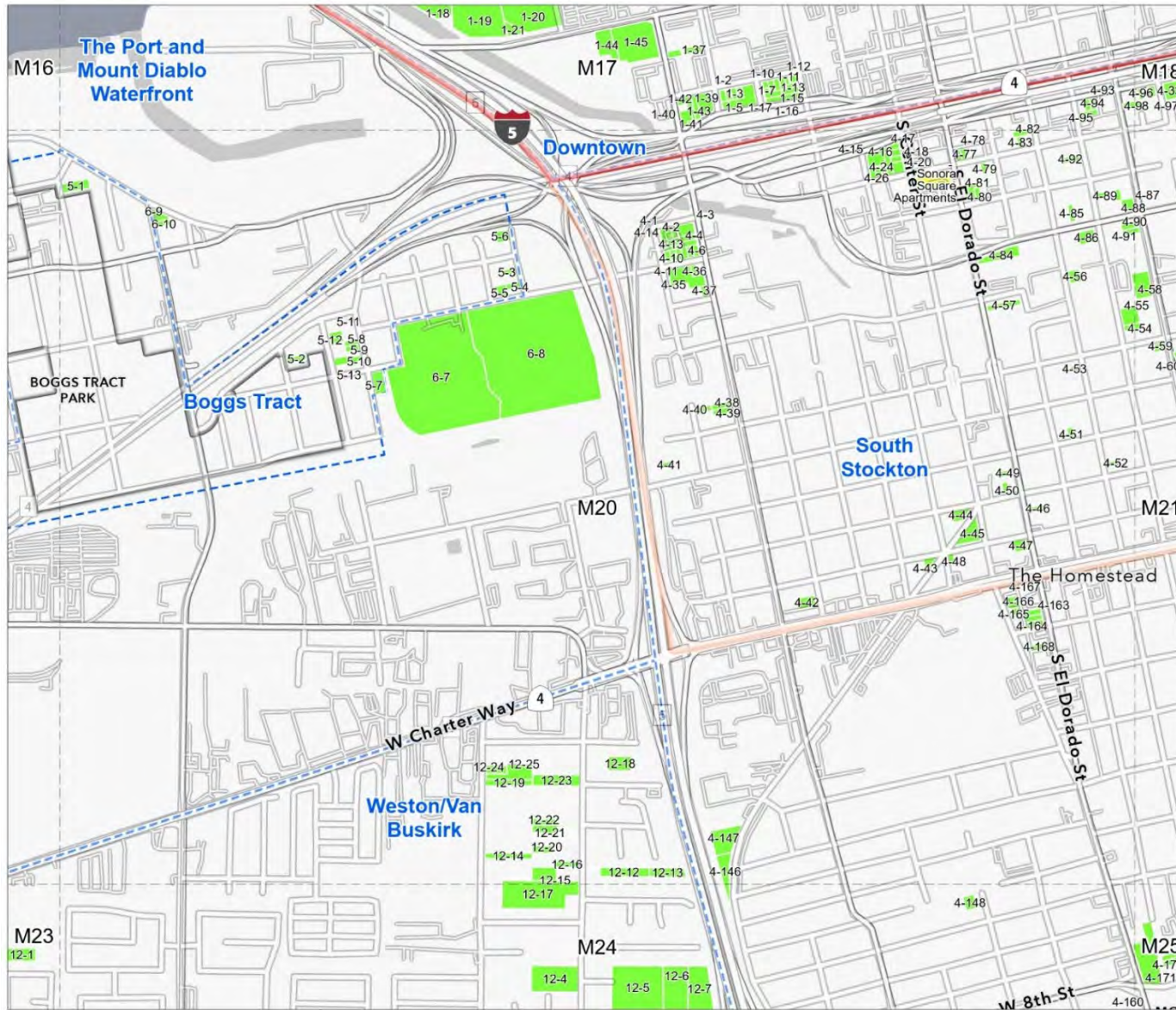
Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
Pacific Avenue/ Lincoln Village	8
Morada/ Holman Neighborhood	9
Mariposa Lakes	10
Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest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



Revision Date: 3/31/2023

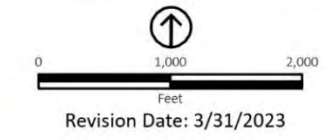
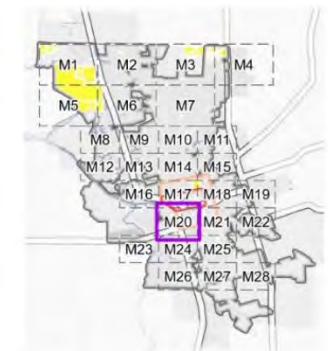
# Public Review Draft, April 2023

## Sites Inventory Map M20

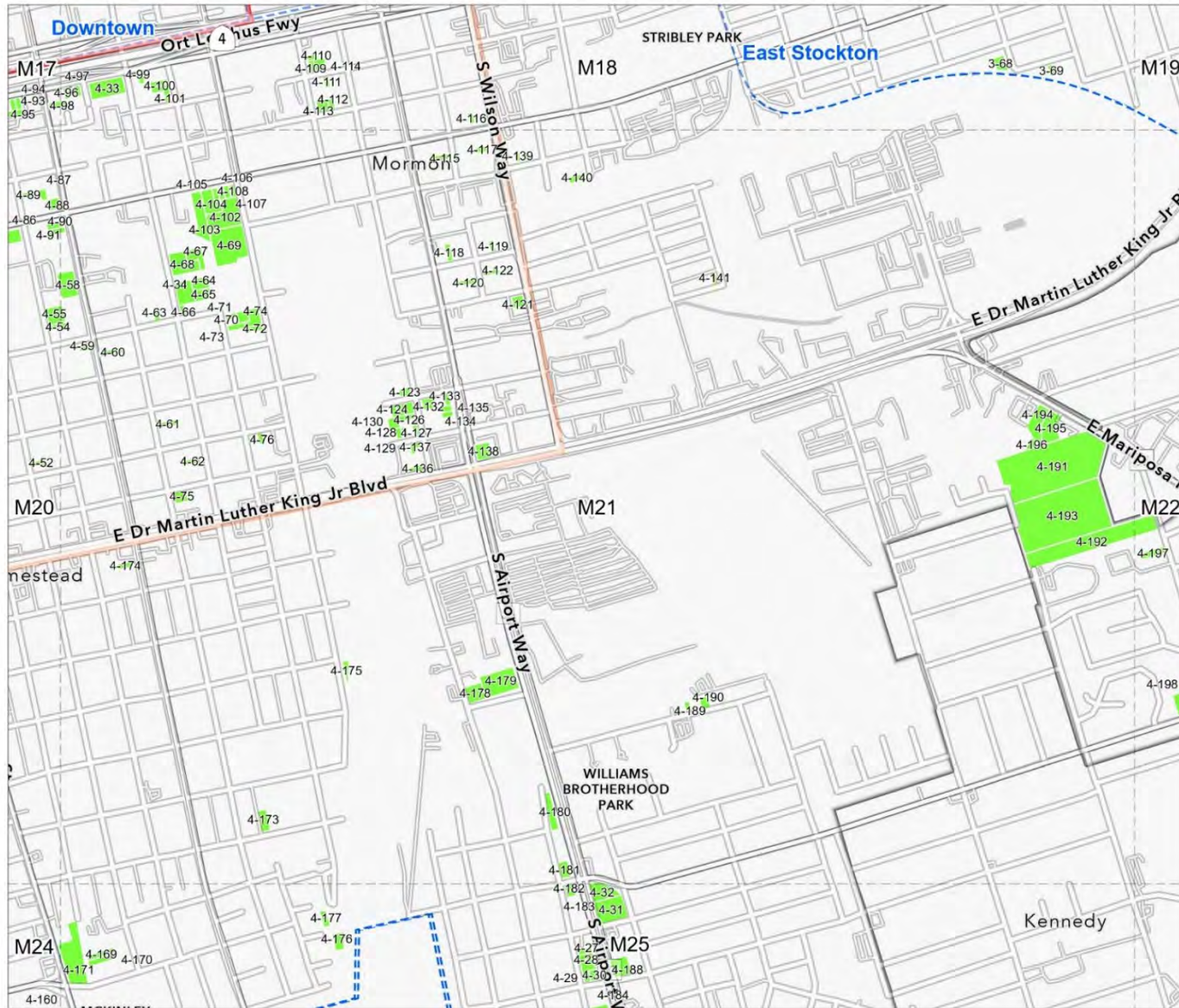


- Stockton City Limits
- Stockton Neighborhoods
- Downtown Core
- Greater Downtown
- Housing Site**
- Pipeline Project
- Vacant Site

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

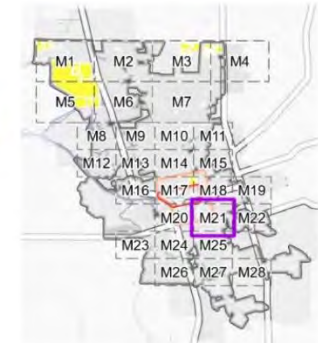


Sites Inventory Map M21



- Stockton City Limits
- Stockton Neighborhoods
- Downtown Core
- Greater Downtown
- Housing Site**
- Vacant Site

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



Revision Date: 3/31/2023

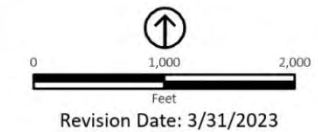
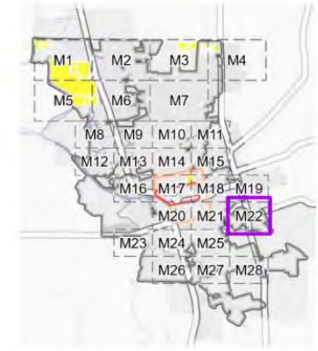
Sites Inventory Map M22

# Public Review Draft, April 2023

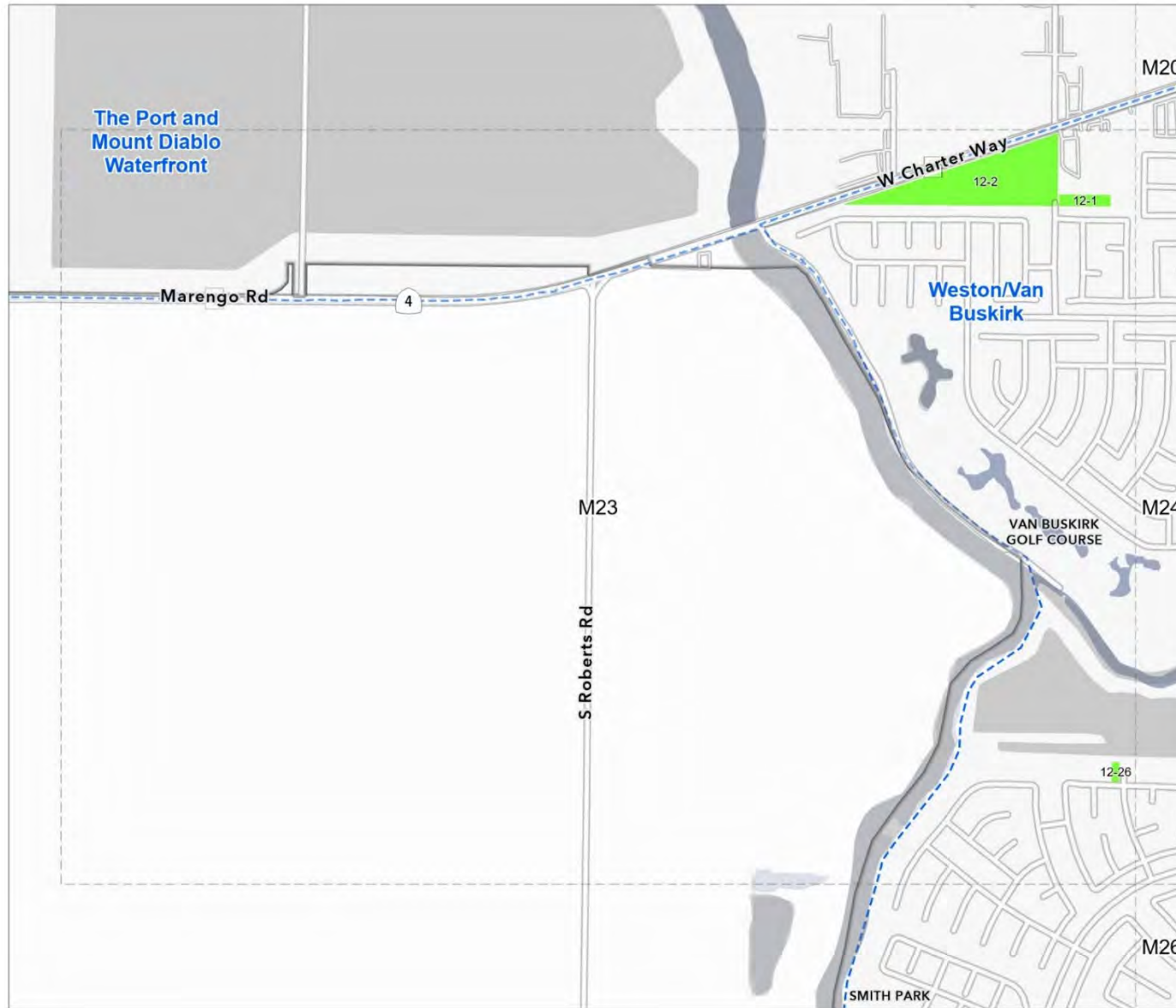


- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Vacant Site

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

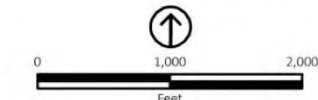
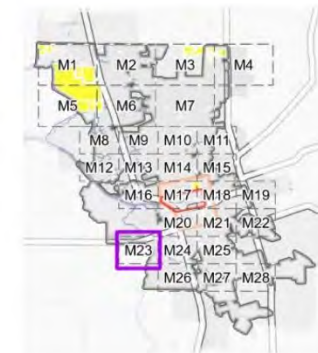


Sites Inventory Map M23



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site
- Vacant Site

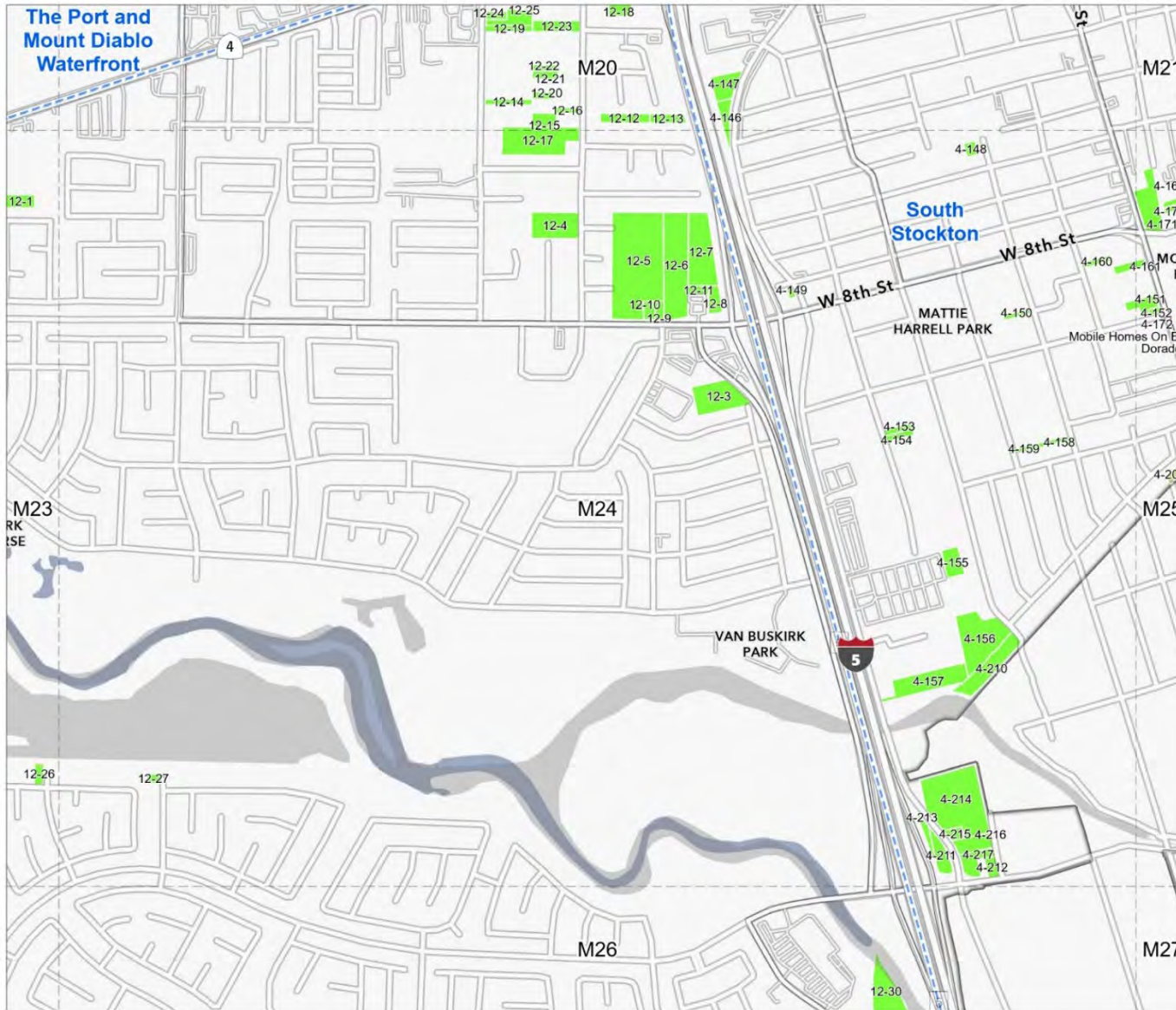
Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
Pacific Avenue/ Lincoln Village	8
Morada/ Holman Neighborhood	9
Mariposa Lakes	10
Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest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



Revision Date: 3/31/2023

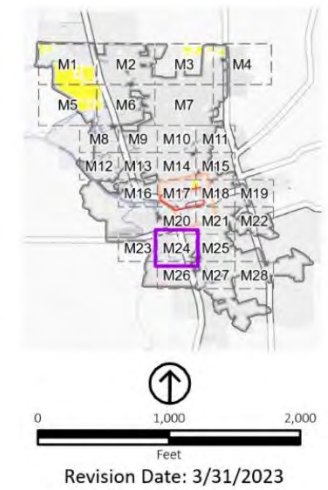
# Public Review Draft, April 2023

## Sites Inventory Map M24



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

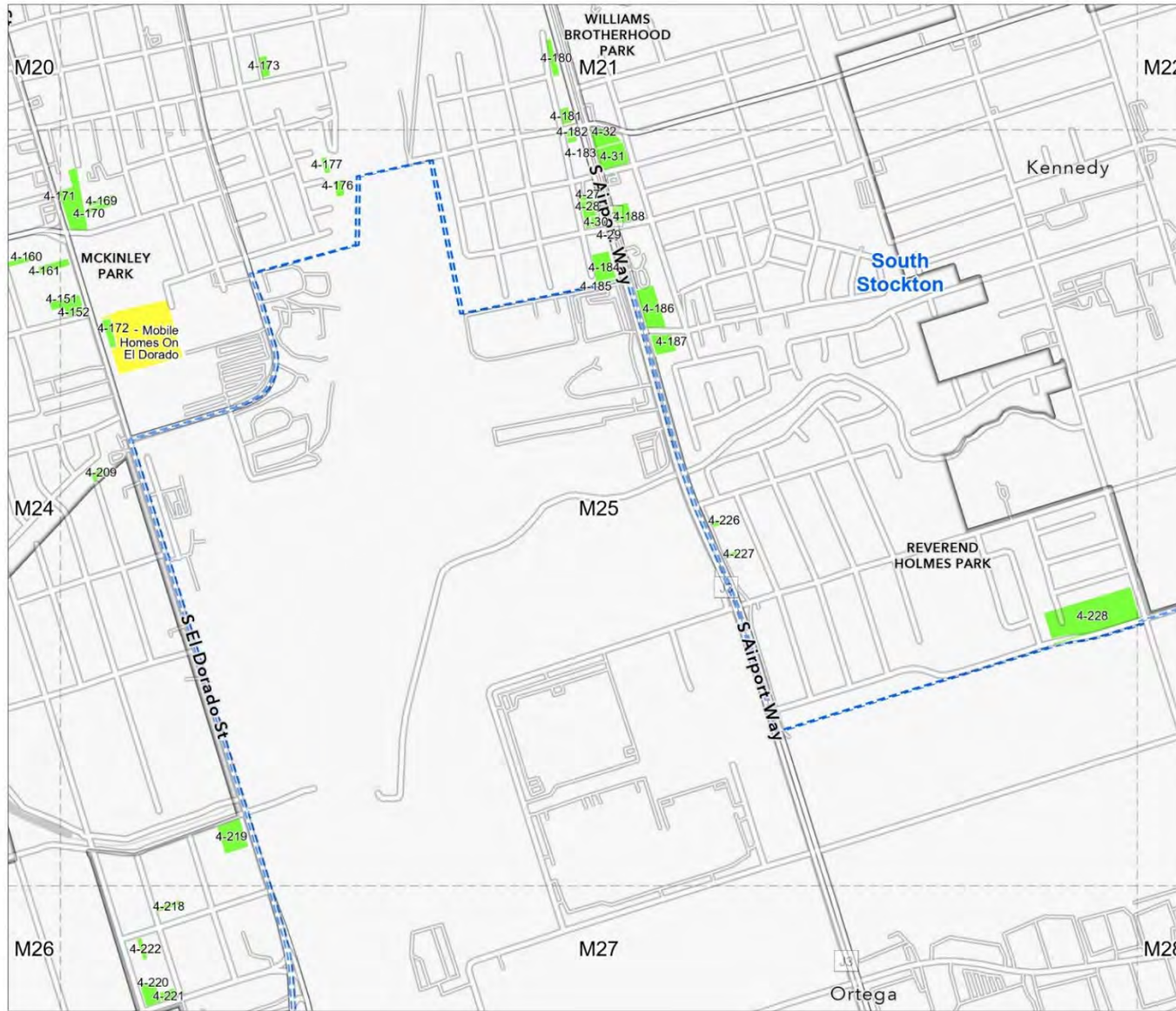
Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
Pacific Avenue/ Lincoln Village	8
Morada/ Holman Neighborhood	9
Mariposa Lakes	10
Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest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





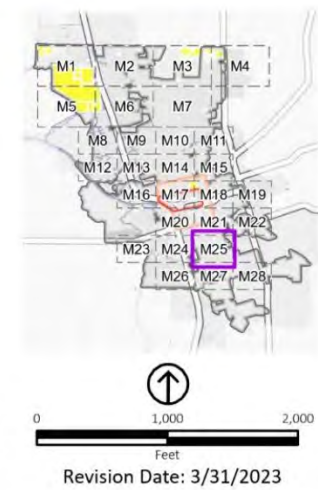
# Public Review Draft, April 2023

## Sites Inventory Map M25



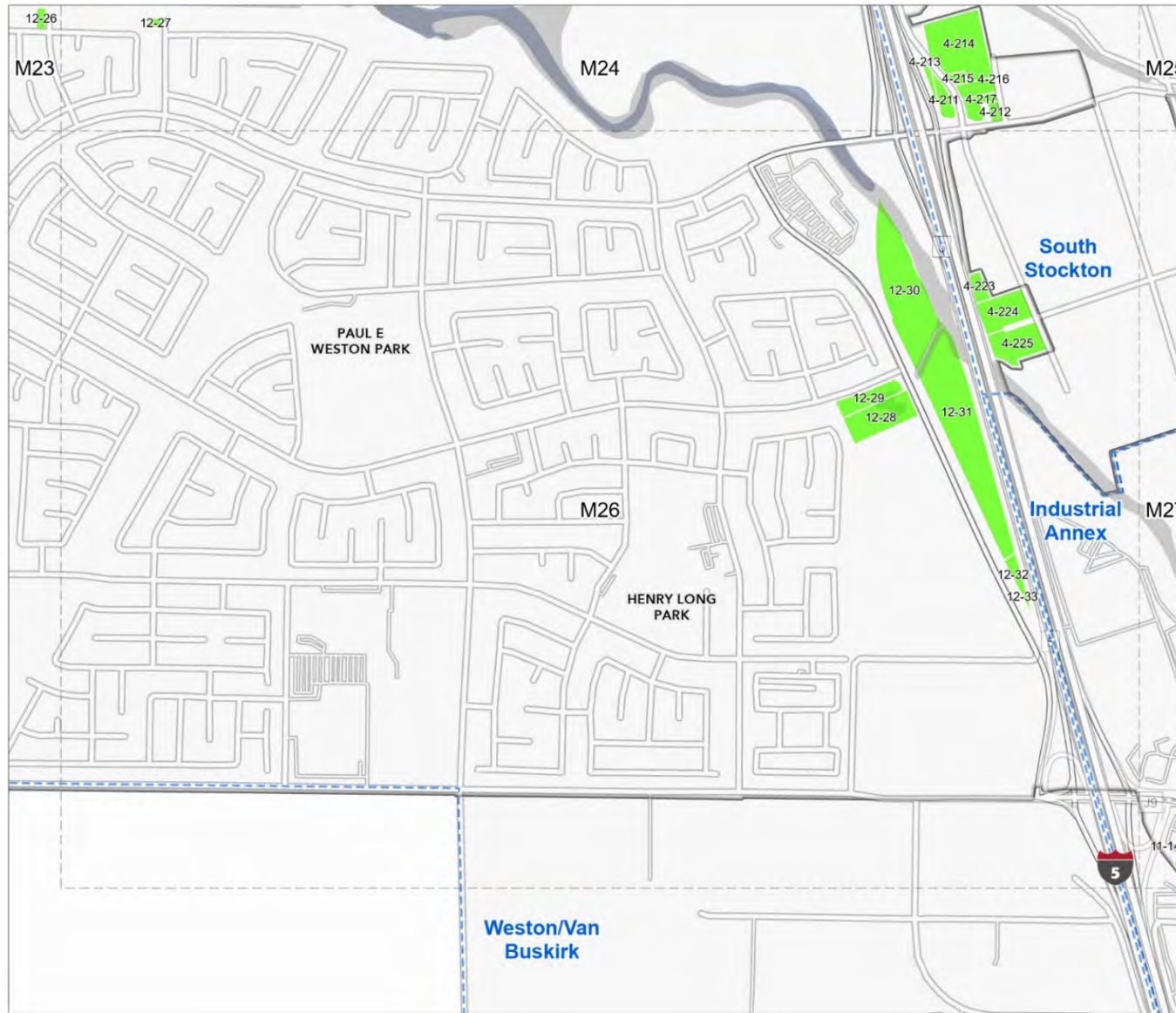
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Pipeline Project
- Vacant Site

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



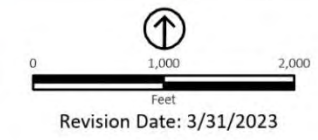
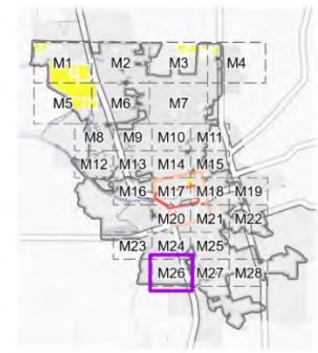
## Sites Inventory Map M26

# Public Review Draft, April 2023



- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Vacant Site

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

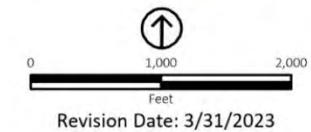
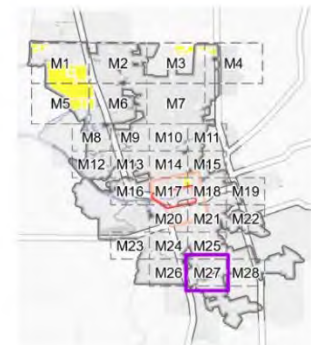


Sites Inventory Map M27



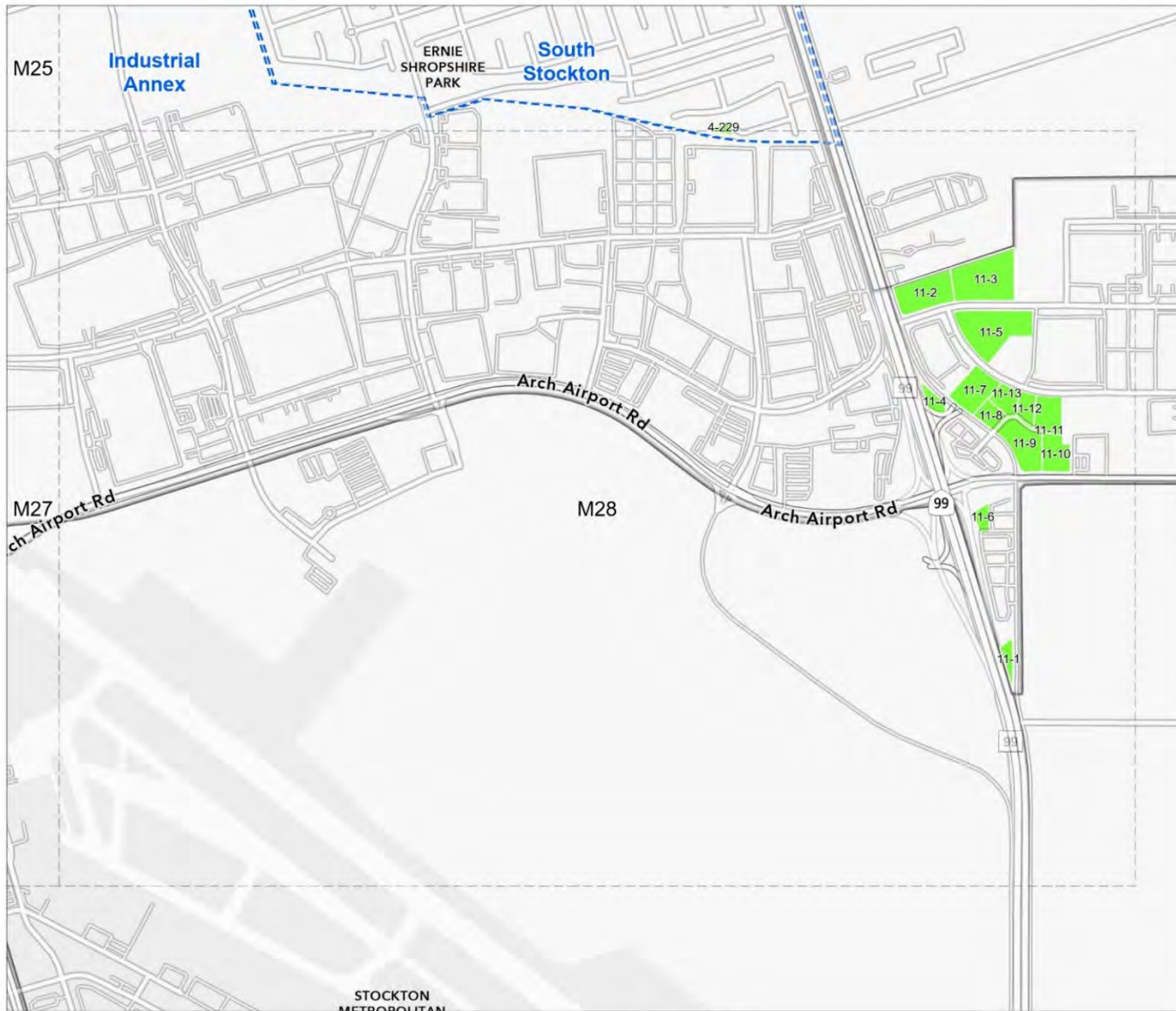
- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Vacant Site

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



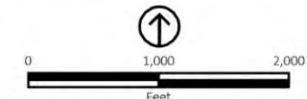
Sites Inventory Map M28

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- Stockton City Limits
- Stockton Neighborhoods
- Housing Site**
- Vacant Site

Neighborhood Name	Site ID Prefix
Downtown	1
Midtown	2
East Stockton	3
South Stockton	4
Boggs Tract	5
The Port and Mount Diablo Waterfront	6
Brookside/Country Club	7
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Industrial Annex	11
Weston/Van Buskirk	12
Trinity/Northwest Stockton	13
North Stockton Annex	14
Eight Mile/ Bear Creek	15
Upper Hammer Lane/ Thornton Road	16



Revision Date: 3/31/2023

# APPENDIX B: PUBLIC PARTICIPATION SUMMARY

# B

## RELEASE OF PUBLIC REVIEW DRAFT HOUSING ELEMENT

The Public Review Draft Housing Element was released for a 30-day public review of April 10, 2023. The City notified the public through an eblast and posted the draft on the City website.

**Table B-1. Summary of Public Outreach**

Outreach Event	Type
Housing Action Plan/Displacement Study Stakeholder Consultations (Spring to Summer 2022)	Consultation interviews
Sites Workshop (September 14, 2022)	Workshop
Housing Element/Housing Action Plan Workshop (October 19, 2022)	Workshop
Housing Element Service Provider Consultations (November 2022)	Consultation interviews
Housing Sites Workshop (February 28, 2023)	Workshop

## HOUSING ELEMENT SERVICE PROVIDER CONSULTATIONS

In November 2022, seven consultations were conducted with Stockton stakeholders to offer opportunities for each of them to provide one-on-one input. Representatives from the following organizations were interviewed:

- The Housing Authority of San Joaquin County
- San Joaquin Fair Housing
- Valley Mountain Regional Center, San Joaquin County (Main Office)
- Disability Rights California
- Faith in the Valley
- Community Partnership for Families/The Community Foundation of San Joaquin

In each of the consultations, the stakeholders were asked some or all of the following questions, depending on the type of organization interviewed:

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1. Opportunities and concerns: What are the three top opportunities you see for the future of housing in this jurisdiction? What are your three top concerns for the future of housing in this jurisdiction?
2. Housing Preferences: What housing types do your clients prefer? Is there adequate rental housing in the community? Are there opportunities for home ownership? Are there accessible rental units for seniors and persons with disabilities?
3. Housing barriers/needs: What are the biggest barriers to finding affordable, decent housing? What are the unmet housing needs in this jurisdiction?
4. Housing Conditions: How would you characterize the physical condition of housing in this jurisdiction? What opportunities do you see to improve housing in the future?
5. How has COVID affected the housing situation?

Stakeholders discussed opportunities and concerns for the future of housing in the city. Stakeholders described in detail seeing opportunity in increasing the variety of future developments, including mixed-use, infill development, accessory dwelling units, etc.; spreading out affordable housing rather than concentrating it; improving local housing data; expanding housing services and resources; updating the zoning code to be more inclusive and accessible; and continuous compliance with State law. At the same time, participating stakeholders shared similar concerns, including about the lack of existing affordable housing, homelessness, limited housing for formerly incarcerated individuals, and the amount of time it takes for developments to be processed and built. Throughout these consultations, stakeholders provided their perspectives on the housing preferences of Stockton residents. Most, if not all, described their clientele preferring, at the bare minimum, safe, habitable, accessible, stable, and affordable housing. Many stakeholders described the issue of the majority

of Stockton renters being cost-burdened, meaning they spend more than 30 percent of their income on housing costs. Some stakeholders described the effect of many people in Stockton resorting to uninhabitable housing due to not being able to afford anything better. They shared that landlords do not feel the pressure to fix units knowing that their tenants are desperate for housing as housing costs continue to increase while housing supply is very limited. In addition, stakeholders reported that due to migrations from the Bay Area, landlords have evicted long-time tenants to make the unit available at higher, unreachable rental prices.

Throughout these consultations, stakeholders identified barriers to housing in Stockton, including limited housing supply, affordability, renter application requirements, fees and deposits, housing costs, the court system, historic racism and segregation, the criminalization of the unhoused population, and lack of political will from elected officials. The unmet housing needs in Stockton, according to these stakeholders, are that there isn't enough habitable and affordable housing in the city, especially for populations on a fixed income. Stakeholders specified that housing conditions varied depending on what part of the city you were in. It was shared that the southside faces more dilapidation issues, and the conditions are believed to be worse compared to the rest of the state. Many residents take what they can afford, and it has been reported that includes housing that is uninhabitable.

Stakeholders shared that the factors that limit equity and fair housing are rooted in systemic racism, capitalism, sexism, and ableism. To begin to address these equity and fair housing concerns, stakeholders believe that the City needs to incorporate programs that reflect the needs of those most vulnerable in the Stockton community. This can include programs that support affordable housing developments, an eviction protection and right to counsel

program, developing a dedicated housing trust fund for affordable housing, landlord educational tools and resources, genuine advocacy for the homeless, a universal income program, a reasonable accommodation process, and social housing opportunities for people to co-own areas/property. They share that when placing new affordable housing developments, they should avoid being concentrated in a single area, and should be spread out equitably throughout the city. They also shared that the City should ensure all new developments have an inclusionary housing component, which can be done by adopting inclusionary housing policies and programs.

## HOUSING ACTION PLAN/DISPLACEMENT STUDY STAKEHOLDER CONSULTATIONS

In support of efforts to prepare a Housing Action Plan for the City of Stockton, consultant team member BAE Urban Economics participated in a total of ten interviews with area stakeholders in the Spring and Summer of 2022 regarding issues and opportunities for the production and preservation of housing. Additional interviews will be conducted in the spring of 2023 with market rate developers to inform preparation of pro forma financial models for target housing types in Stockton. Due to significant overlap in the subject matter targeted for this initial round of interviews, and the list of stakeholders to be interviewed, BAE partnered with Enterprise Community Partners which was similarly engaged in preparation of an anti-displacement strategy for the City of Stockton. Participants in the first round of interviews included representatives from the following:

- Stocktonians Taking Action to Neutralize Drugs (STAND)
- Visionary Home Builders
- The Housing Authority of San Joaquin County

- Central Valley Low Income Housing (CVLIHC)
- Reinvent South Stockton Coalition (RSSC)
- Housing Justice Coalition (Part of the RSSC)
- National Association for the Advancement of Colored People (NAACP)
- Enterprise Community Partners
- Grupe Huber Company
- Little Manila Rising

While the topics covered during each interview varied slightly based on the expertise and affiliation of the interview participant, all of the interviews covered the following topic areas:

- Housing Needs and Preferences – What types of housing are your clients or constituents looking for? What types of housing are they most struggling to locate and secure? What are the barriers they are facing? Where do they typically end up?
- Housing Instability and Insecurity – What types of housing insecurity are being observed? What trends, factors, or characteristics are contributing to housing insecurity among your clients or in your community? What solutions are being used?
- Gaps in Housing Availability – What types of housing are being undersupplied in the Stockton Market? What types are being over supplied? Why?
- Barriers to Housing Production – What are the main barriers to housing production in Stockton? How does this vary by housing type (e.g., single-family homes, missing middle housing, multifamily apartments, tiny homes, etc.)? Do the barriers to housing production vary in different parts of the community?
- Barriers to Housing Preservation – What are the main barriers to the preservation of existing housing? What should the City be doing to facilitate housing preservation?

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- Causes of Residential Displacement – What are the main observed drivers of residential displacement? How are your clients or constituents being impacted? How are different groups or populations impacted? How are different parts of the city being impacted and why?

Interview participants expressed a range of perspectives and experiences, but generally agreed on the underlying economic factors contributing to a lack of desired housing production in Stockton. All interview participants acknowledged an overabundance of detached single family housing in Stockton, which represents a majority of the newly built housing inventory. Interview participants acknowledged an under production, and lack of general availability, of higher density multifamily rental and missing middle housing, both rental and for-sale, that would meet the needs of their clients. Participants indicated that new construction is generally concentrated in the more affluent neighborhoods in north Stockton, and that there are large areas that are going unserved by new market-rate development, but which feature populations that would benefit from an expansion of the housing inventory, such as in south Stockton and the downtown area. These areas tend to be lower-income and residents often have less mobility, but which still offer robust neighborhood networks and cultural affiliations. The reasons cited for the lack of development in these areas include the high cost of construction and the relatively limited purchasing power of lower-income households in these areas.

Interviews indicated that a lack of newly constructed housing is putting tenants under pressure to accept housing that is, at least in some cases, in substandard condition and often more expensive than is typically considered appropriate. Participants indicated a relatively high prevalence of multiple households banding together to afford housing, resulting in

overcrowded conditions, as well as households paying well over the accepted 30 percent of their income towards housing. Due to a lack of alternative housing options, households are often reluctant to submit complaints about substandard conditions and are unable to secure housing at more affordable rates. This is particularly prevalent among renter households, though interview participants also noted problems among lower-income owner households who are having trouble maintaining their homes. This sometimes results in foreclosure or condemnation, but more often in the household selling the property, often at a suppressed value due to the condition of the property. Multiple interview participants noted that many of these houses are then being purchased by higher-income households. The impression is that they are coming from outside the area, and that they subsequently rehabilitate the property and benefit from immediate equity appreciation. Interview participants voiced concerns that this dynamic prevents lower-income homeowners from fully benefiting from potential equity appreciation. Participants recommended increased funding for code enforcement and an enhanced multifamily rental inspection program to identify habitability issues. Participants also recommended increasing funding for home rehabilitation assistance to help keep lower-income homeowners in their homes and to discourage displacement and gentrification.

Interviewees noted that housing instability and displacement in Stockton is really a function of high and increasing housing costs, both for new construction and existing units, and stagnation among local workforce wages and associated household incomes. The pandemic exacerbated these trends with many lower-wage and service sector workers either losing their jobs or taking significant unpaid leaves of absence due to business closures and work-from-home policies. Interview participants experienced a significant increase in the need for homelessness prevention and rapid



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rehousing services during the first two years of the pandemic, which is now beginning to abate with the revocation of pandemic-era restrictions. Interviewees commented that the City needs to pursue an aggressive expansion of the housing stock (something other than detached single-family homes) to address the lack of inventory, as well as strong economic development programs that can improve the earning potential of existing Stockton residents. Without both an increase in housing availability and the ability of households to pay for housing, the issue will continue to get worse and the number of households facing housing instability will grow.

To facilitate the production of low-income housing, as well as transitional and permanent supportive housing, interview participants indicate that the City needs to adjust expectations regarding funding recapture, allowing more grants and forgivable loans. Interviewees also suggested the City needs to increase its willingness to allow funding to go towards supportive services and that the City needs to consider programs to reopen existing single room occupancy (SRO) properties and/or facilitate development of new SRO properties in appropriate locations. They suggested the City also needs strong policies and programs to preserve naturally occurring affordable housing, where possible. Examples of these policies and programs may include, but should not be limited to, rehabilitation funding for both rental and ownership properties, possibly coupled with workforce housing deed restrictions (i.e., limited to occupancy by households with at least one person employed within the community), rental assistance and grants for back rent, cash incentives to property owners willing to accept tenants using public assistance, etc.

Interview participants generally supported efforts to expand the housing stock with a preference for the addition of both market rate and below-market rate rental housing. There is a desire to see such development both in higher income areas that can provide better access to opportunity for lower-income households, but also within lower opportunity areas where households are experiencing the greatest need. All interview participants also acknowledged that the City's aim should be to avoid adding additional low-income housing inventory in the downtown, as the city is already at risk of creating conditions associated with concentrated poverty, which run counter to the long-term objectives of the community towards creating a commercially and culturally vibrant downtown environment for all Stockton residents. The challenge seems to be that that is where the infrastructure capacity is concentrated and where it may be possible to secure land zoned for high density housing at a relatively low cost (i.e. City owned). Also, the area is unlikely to experience market rate housing development in the near future, so it can often be attractive to try to leverage low-income housing to try and spur investment.

The slide features the City of Stockton logo at the top center, with the text 'CITY OF STOCKTON' to its right. Below the logo is the main title 'Stockton Housing Sites Workshop' in a large, bold, blue font. Underneath the title is the date and time 'Wednesday September 14th, 5 - 7 PM' and the subtitle 'Housing Element + Housing Action Plan'. A circular icon of a house is centered below the subtitle. On the right side of the slide, there is a vertical grid of seven Zoom participant video thumbnails. The thumbnails are labeled with names: 'Maria Ceja | PlaceWorks', 'Rob Mazur (PlaceWorks)', 'Ricky Pozos, PlaceWork', 'Nicole West, PlaceWorks', 'Aaron Nousaine', and 'Darryl Rutherford'. The top thumbnail is partially cut off.

*Residents participated in the workshop by Zoom.*

Many stakeholders believe that the COVID-19 pandemic has unveiled serious housing issues, as well as simultaneously making them worse. Due to the pandemic, there were economic shutdowns and job losses that put many people at risk of homelessness or became homeless, increasing the homeless population. The pandemic increased the number of households needing resources and services; however, the distribution of these resources are not equitable. Stakeholders shared that during the pandemic, prisons released large amounts of formerly incarcerated individuals who needed housing and were at risk or became homeless. They saw a rise in domestic violence cases, and due to Project HomeKey, all hotels in the surrounding area were booked, leaving agencies unable to place domestic violence survivors in a safe space. During COVID, the pressures of Bay Area migration to Stockton were exacerbated, including rising rents due to limited supply. The eviction moratorium provided safety for economically impacted renters but impacted landlords through a lack of resources. Overall, COVID has negatively impacted housing in Stockton.

## PUBLIC WORKSHOPS

Throughout the Housing Element process, the City Staff has conducted [X] workshops to guide its development.

### SITES WORKSHOP, SEPTEMBER 14, 2022

The first community workshop for Stockton residents as part of the Housing Element update took place via Zoom on Wednesday, September 14, 2022, from 5:00 pm to 7:00 pm. The purpose of this workshop was to educate residents about the update process, solicit input on potential housing sites to be included in the draft Housing Element and priority sites to include in the Housing Action Plan, and hear resident insights and ideas on how the City can improve housing opportunities in the future. Spanish translation was available during the workshop.

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City staff and consultants facilitated the workshop and 20 residents and interested persons attended and participated. Throughout the presentation about the Housing Element update process and the selection criteria for potential housing sites, community members were asked to provide feedback through interactive polling and invited to ask questions or provide comments in the chat. All questions and comments were read aloud, and either City staff or the consultants answered the question or documented receipt of the comment. The following are top questions and comments that were fielded by staff during the meeting.

- Participants asked about and requested ADU resources, such as grants and preapproved ADU plans.
- Participant asked about Public-private collaboration with nonprofit for affordable housing development
- Participant asked about Affirmatively Furthering Fair Housing (AFFH) implementation
- Participant asked if the City evaluates Missed Housing Development Opportunities
- Participant commented that housing should not be placed in areas with existing Issues in areas where sites are located, such as food deserts and being environmental justice issues

During this workshop, attendees were asked to participate in a series of polls and select their preferred responses. The following poll questions were asked:

1. Which housing groups do you think Stockton needs to focus on and provide housing for? (Select up to three)
2. What type of housing is needed in Stockton?
3. To decide which sites are priorities for housing development, what criteria is most important to you?

The first poll question's results reflect the respondents' selection of who they believe the City needs to provide housing for. The top three populations are homeless or recent homeless individuals, low-income households, and persons with disabilities. For the second polling question, the majority of respondents believe that the type of housing Stockton needs is mixed-use and rental apartments. For the final polling question, respondents believed that access to grocery stores, restaurants, and shopping, as well as including affordable housing are the most important criteria.

There were a set of discussion questions presented to residents during this virtual meeting. The following questions were asked of attendees:

1. What neighborhoods or street corridors in Stockton should be developed with new housing?
2. Why isn't housing being built in Stockton?
3. What's preventing the types of housing you'd like to see from being built?

These comments have been considered and incorporated into the Housing Element, as applicable. The community workshop was recorded and posted on the City's Housing Element webpage.

### HOUSING ELEMENT/HOUSING ACTION PLAN WORKSHOP, OCTOBER 19, 2022

The second community workshop, as part of the Housing Element update and Housing Action Plan preparation process, took place in person at the Buskirk Community Center on Wednesday, October 29, 2022, from 5:00 pm to 7:00 pm. The purpose of this workshop was to educate residents about the Housing Element update and Housing Action Plan processes and an opportunity for attendees to share their ideas and ask related questions. Spanish translation was available during the workshop, and translation for additional languages was available upon request.

## Public Review Draft, April 2023

City staff and consultants facilitated the workshop and 20 residents and interested persons attended and participated. Throughout the presentation about the Housing Element update and Housing Action Plan process and the selection criteria for potential housing sites, community members were asked to provide feedback through interactive polling and invited to ask questions or provide comments in the chat. All questions and comments were read aloud, and either City staff or the consultants answered the question or documented receipt of the comment. The following is a paraphrased list of the top questions and comments that were fielded by staff during the meeting.

- Participant requested Migration data of people moving to Stockton from the Bay Area.
- Participant asked more information about New state housing laws, including laws that allow housing in commercial zones.
- Participant asked for further explanation about information about evictions.
- Participant emphasized the importance to evaluate fair housing issues before deciding where new housing should go/where to build.
- Participant asked about the type of input the City wanted at this workshop. They wanted to know the distinction between wanting to know about housing types and what amenities should be included.
- Participant asked if there is data in the plan about how much of the housing stock is renter or owner-occupied. They also asked about how many residential units in the city are owned by non-resident property owners/investors?
- Participant stated that the draft RHNA sites on the online web map have many lower income sites in the downtown and shared their concerns because it is a polluted area that has very high CalEnviroScreen scores.

- Participants shared homelessness concerns, including local groups reporting 5,000 homeless persons, HCD considering homeless sweeps as a fair housing issue, and stopping the implementation of the no camping ordinance that would go into effect October 2022.
- Participant stated 80 percent of Stockton residents are cost burdened.
- A Disability Rights CA representative offered a fair housing training to the City (for decision makers or staff). Another person noted that the Planning Commission and City Council need to be educated on AFFH.
- Participant requested updating the presentation and housing tools board to make more sense to the lay person.
- Participant asked about the City webpage where they cover what the Community Development Department doesn't do.
- Staff noted that the City allows up to four units by right (already in zoning, not just since Senate Bill 9 went into effect) in all residential zones. This means density can increase in most areas of the city, not just downtown.

There were a set of discussion questions presented to residents during this virtual meeting. The following questions were asked of attendees:

1. What do you think are the most critical housing issues in your community?
2. What do you think are the housing types most needed in the community?
3. When assessing new housing development that might be built in the next 8 to 10 years, what should be the community's most important consideration?
4. Is there anything else that you can share regarding additional housing opportunities in the community?
5. Any suggestions for soliciting additional Housing Element feedback?

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These comments have been considered and incorporated into the Housing Element, as applicable.

### HOUSING SITES WORKSHOP, FEBRUARY 28, 2023

The third community workshop occurred on February 28, 2023, at the Cesar Chavez Central Library, from 5:00 pm to 7:00 pm. The purpose of this workshop was to engage the community and share information about the draft Housing Element and Housing Action Plan sites. The purpose was also to receive the community's input regarding the prospective sites and share their insights on the best sites to catalyze housing development.

City Staff and consultants facilitated the meeting with 16 residents and interested persons, as well as one council member who attended and participated. The presentation focused on the Housing Element update's sites inventory and the Housing Action Plan's priority sites. After the presentation, a questions and answers session invited attendees to ask questions and provide their input. The following is a paraphrased list of top questions and comments that were fielded by staff during the meeting.

- Participant asked what a pipeline project is?
- Participant asked what happens if the City does not meet its RHNA requirements?
- Participant asked why specific letters were only sent to owners and did not consider renters?
- Participant asked for an explanation about the methodology utilized to categorize units per income level?
- Participant commented that the Master planned communities need more amenities other than roadways.

- Participants asked about developer and development related issues, such as why it can take a long time to complete, city and developer communication, and developer stagnancy.
- Participant asked if there are Housing Element programs that address issues for vulnerable populations, such as homelessness and tenant protection programs?
- Participant asked about the relationship between the different City efforts (the Housing Element Update, Housing Action Plan, and Zoning Consistency project).
- Participant commented that there are multiple lower income sites concentrated in R/ECAP areas and areas with high CalEnviroScreen scores.
- Participant asked if these sites are shovel ready and/or SB-9 approved?
- Participant asked if the Housing Action Plan will address the affordability gap in pipeline projects?
- Participant asked how breakdown of sites to meet the RHNA will be determined?
- Participant asked if the City gives bonds to help construction costs?
- Participant asked how the Housing Action Plan useful if it is not legally binding?
- Participant asked if the priority sites are all of the RHNA sites?
- Participant asked if the City is going to make CEQA streamlining recommendations to the State?
- Participant commented that the City does not do anything to help low-income communities on the outskirts of its jurisdiction.

## **PLANNING COMMISSION AND CITY COUNCIL MEETINGS**

[to be completed once this type of meeting takes place]

## **WRITTEN PUBLIC COMMENTS**

[to be completed after release of the public draft Housing Element]

## **RESPONSE TO INPUT RECEIVED**

[to be completed after release of the public draft Housing Element]





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