2021 SJCOG Regional ATP Supplemental Application

I. Project Information

1. Project Title: Downtown East-West Connection (Park/Oak/Fremont)

2. Applicant Agency: City of Stockton

3. Agency Address: 22 E. Weber Avenue, Room 301, Stockton, CA 95202

4. Project Manager Travis Pazin **Title:** Junior Engineer

Email: travis.pazin@stocktonca.gov **Phone Number:** (209) 937-5654

5. Project Description Briefly describe the existing conditions, scope, and expected benefits. If the project is a component within a larger or multi-phase project, describe the "parent" project as well:

Downtown Stockton currently has a very limited network of bicycle and pedestrian crossing facilities. The Downtown East-West Connection project will construct 6-miles of bicycle facilities on Fremont Street, Oak Street, and Park Street between Pershing Avenue and Wilson Way; the first east-west bicycle corridors in downtown. The project will build one-way buffered bike lanes on Oak Street (eastbound) and Park Street (westbound) and bi-directional facilities on Fremont Street. The Fremont Street project is a two-part project, extending a separately funded project on Fremont both east and west by a combined amount of over 1-mile; creating a connected corridor near the Stockton

6. Project Location Briefly describe the project location(s):

The project will construct bicycle facilities & pedestrian improvements on Fremont Street, Oak Street, and Park Street between Pershing Avenue and Wilson Way in downtown Stockton.

7. Project Type

- ☐ Large Infrastructure
- ☐ Large Infrastructure with Non-Infrastructure
- ☐ Medium Infrastructure
- ☐ Medium Infrastructure with Non-Infrastructure
- ☒ Small Infrastructure
- ☐ Small Infrastructure with Non-Infrastructure
- ☐ Non-Infrastructure Only
- ☐ Plan
- ☐ Quick-Build Pilot Project

8. Schedule

	Start Date	Completion
PA&ED	9/1/2021	8/27/2022
PS&E	10/31/2022	10/26/2023
ROW		
Construction	5/1/2024	8/29/2024

	Start Date	Completion
Non-Infrastructure and Plans		

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9. Funding Requested: $ 1,799,460

10. Total Project Cost: $ 1,999,400

11. Fund Type Being Applied For:

Select all that apply.

- ☒ Regional Active Transportation Program (ATP)
- ☒ Measure K Bicycle, Pedestrian and Safe Routes to School Competitive Program
- ☒ Measure K Smart Growth Incentive Program
- ☒ Congestion Mitigation and Air Quality Improvement Program (CMAQ)

12. Did you submit this project for the 2021 Statewide Active Transportation Program?

☒ Yes ☐ No

If yes, are you applying for a reduced scope from what was in your State ATP Application?

☐ Yes ☒ No

If yes, revise these parts of your State ATP Application and submit it with your 2021 SJCOG Regional ATP Supplemental Application. This information is needed for Caltrans to process your project if awarded ATP funding.

- ☐ Part A2: General Project Information
- ☐ Part A4: Project Details
- ☐ Part A5: Project Schedule
- ☐ Part A6: Project Funding

14. Partial Scope Description If SJCOG could only partially fund your project, is there a reduced scope/usable partial stage of your project? Please describe the reduced or partial scope and cost(s).

If partial funding is available, the City of Stockton would prioritize investments on Park Street and Oak Street. These two streets will provide low-stress bikeway connections across downtown and connect to many community-serving destinations including schools, parks, and job centers. Fremont Street improvements can be phased in as additional funding becomes available.

This reduced scope will exclude the bicycle and pedestrian projects on Fremont Street. This will change the project cost from about $2,000,000 to about $1,200,000; a reduction of about $800,000.

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Infrastructure Type (only intended for Infrastructure projects)

Note: do not double-count the improvements that benefit both Bicyclists and Pedestrian (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

■ Bicycle Improvements

New Bicycle Facilities: Class 1: 0 Linear Feet Class 2: 25,600 Linear Feet
Class 3: 6,150 Linear Feet Class 4: 0 Linear Feet
Signalized Intersections: New Detection/Bike Boxes: 0 Number Timing Improvements: 17 Number
Un-Signalized Intersections: New RRFB/Signal: 0 Number Crossing-Surface Improvements: 0 Number
Mid-Block Crossing: New RRFB/Signal: 0 Number Crossing-Surface Improvements: 0 Number
Lighting: Intersection: 0 Number Roadway Segments: 0 Linear Feet
Bike Share Program: New Bike Share Station: 0 Number New Bike Share Bikes: 0 Number
Bike Racks/Lockers: New Racks: 0 Number New Lockers: 0 Number
Other Bicycle Improvements #1: _____ #: _____ #2: _____ #: ___

■ Pedestrian Improvements

Sidewalks: New (4' to 8' wide): 0 Linear Feet New (Over 8' wide): 0 Linear Feet
Widen Existing: 0 Linear Feet Reconstruct/Enhance Existing: 0 Linear Feet
ADA Ramp Improvements: New Ramp (none exist): 10 Number Reconstruct Ramp to Standard: 14 Number
Signalized Intersections: New Crosswalk: 0 Number Enhance Existing Crosswalk: 4 Number
Pedestrian signal heads: 0 Number Shorten Crossing: 0 Number
Timing Improvements: 3 Number
Un-Signalized Intersections: New Traffic Signal: _____ Number New Roundabout: 0 Number
New RRFB/Signal: 3 Number Crossing-Surface Improvements: 0 Number
Shorten Crossing: 8 Number
Mid-Block Crossing: New RRFB/Signal: 0 Number Crossing-Surface Improvements: 0 Number
Lighting: Intersection: 0 Number Roadway Segments: 0 Linear Feet
Pedestrian Amenities: Benches: 0 Number Trash Cans: 0 Number
Shade Trees: 0 Number Shade Tree Type: _____
Other Ped Improvements #1: new crosswalk @ unsignalize #: 46 #2: Enhance crosswalk @ unsginalized: 1 #: ___

☐ Multi-use Trail Improvements

Class 1 Trails: New (8' or less wide): _____ Linear Feet New (Over 8' wide): _____ Linear Feet
Widen Existing: _____ Linear Feet
Non-Class 1 Trails: New _____ Linear Feet Widen Existing): _____ Linear Feet
Other Trail Improvements #1: _____ #: _____ #2: _____ #: _____

■ Vehicular-Roadway Traffic-Calming Improvements

Road Diets: Remove Travel Lane: 23,200 Linear Feet Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs: Speed Feedback Signs: 0 Number
Signalized Intersections: Timing Improvements: 3 Number New Roundabout 0 Number
Un-Signalized Intersections: New Traffic Signal: 0 Number New Roundabout: 0 Number
Other Traffic-Calming: #1: speed cushions #: 2 #2: _____ #: _____

☐ Transit Amenities (only for Smart Growth Incentive Program Projects)

Transit Facilities: Passenger Benches: _____ Number Passenger Shelters: _____ Number
Bus Turnout: _____ Number Bus Pads: _____ Number
Other Transit Amenities: #1: _____ #: _____ #2: _____ #: _____

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II. Supplemental Questions

QUESTION #1: LEVERAGING OF OTHER FUNDING (0-15 POINTS FOR LARGE AND MEDIUM, 0-10 POINTS FOR SMALL INFRASTRUCTURE, NON-INFRASTRUCTURE ONLY, AND PLAN APPLICATIONS)

(This question replaces Part B8 of the State ATP Application Form for Large and Medium Projects)

A. Describe the leveraged funding the applicant is committing to invest in the project if it is awarded competitive funding (total value in dollars). The application funding plan must show all federal, state, and local funding for the project. Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds and other Measure K funds derived by formula may be used as matching funds. (0-15 POINTS OR 0-10 POINTS)

Leveraged Funds

Funds either already expended by the applicant for a previous phase, or funds to be programmed for use on elements within the requested project. This funding can only be considered "leveraged" funding if it goes towards eligible participating project costs.

Total Project Cost: $1,999,400

Leveraged Funds: $199,940 **% of Total Project Cost:** 10%

Only direct funding and the direct expenses for completing project delivery milestones can be used. Please provide detailed information on actual costs for past milestones and estimated costs for future milestones.

Leveraging funds will be used for future milestones. The City of Stockton would like to contribute the full leveraging amount to the Construction phase.

QUESTION #2: PROJECT READINESS (0-20 POINTS)

A. Provide detailed information on any completed project milestones and the project schedule.

- **Feasibility Study/Project Study Report or Equivalent (2 points for completion)**
- **Environmental Clearance (4 points for completion)**
- **Plans, Specifications, & Estimates (6 points for completion)**
- **Right of Way Acquisition (6 points for completion)**
- **Other pre-construction requirements (Permits, utility relocation, etc.) (2 points for completion)**

For completion of environmental clearance, attach a copy of the resolution or other signed documentation approving or adopting the environmental document.

Project Feasibility/Study Report

The Downtown East-West Connection Project was developed based on the community engagement processes for three separate planning processes: Downtown Stockton Active Transportation Plan (draft), Stockton Bicycle Master Plan, and Stockton Safe Routes to Schools Plan. The Downtown Active Transportation Plan is the most recent process and adapted the downtown recommendations from the Bicycle Master Plan and the Safe Routes to Schools Plan to better serve the residents and stakeholders within downtown.

The feedback from the community resulted in multiple key findings. The community identified locations where walking and biking were difficult or uncomfortable; this directly fed into new project recommendations. A map of community-identified barriers can be seen on State Attachment K3. Community members specifically called out multi-block segments of Fremont Street and Park Street and multiple intersections on Oak Street that were either barriers or very challenging to walk along or cross.

The community also weighed in on what types of infrastructure they would like to see, which guided the City in developing recommendations and design concepts for both projects and programs. Lastly, the community was able to convey larger, area-wide issues such as ADA accessibility, school-area issues, lighting, and bike parking as areas where the City of Stockton can take policy steps that work towards fixing those issues. The connections and relationships developed through this Plan, especially with the CBOs and stakeholder groups, will be pivotal for additional communication and feedback as this project moves forward.

Environmental Clearance

The Project is likely covered by a combination of CEQA exemptions: two categorical exemptions, "Class 1. Existing Facilities" and "Class 4. Minor Alterations to Land" (CCR Sections 15301[c] and 15304[h]), and one statutory exemption, "Restriping for Bicycle Lanes in Urbanized Areas" (PCR Section 21080.20.5). The Class 1 and 4 categorical exemptions cover the types of physical improvements included in the Project, including but not limited to alterations to existing city streets, curbs, intersections, and related facilities that result in negligible or no expansion of existing uses and creating new bicycle lanes in existing rights-of-way. Moreover, the Project does not meet any of the exceptions that preclude use of the categorical exemptions provided in CCR Section 15300.2. The Project also is covered by the statutory exemption because it includes restriping for bicycle lanes in an urbanized area, consistent with the City of Stockton's General

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QUESTION #3: PROJECT LOCATION (0-20 POINTS)

A. Describe the location of the project. Describe how the project provides or improves connectivity across a combination of the following key Community Activity Centers (CACs): (0 to 10 POINTS)

- **Employment centers**
- **Transit Hubs/Stations**
- **Schools**
- **Compact commercial areas**
- **Residential concentrations or downtown/community cores**

Attach a map of the location of the project and any Community Activity Centers.

The Downtown East-West Connection Project will provide bicycle, pedestrian, and traffic calming improvements on three important east-west corridors in downtown Stockton: Park Street, Oak Street, and Fremont Street. Downtown Stockton has many community destinations that serve both downtown residents and residents from across the City. These corridors will be the first east-west bicycle facilities in downtown Stockton. See Attachment C of the State ATP application for a map of the project location and Community Activity Centers.

Employment Centers and Commercial Areas

Fremont Street will provide direct access to many Port of Stockton related businesses, Banner Island Ballpark, and the Stockton Arena. All three corridors connect to current and future north-south corridors in downtown Stockton including Lincoln Street, California Street, and Aurora Street. The downtown bicycle and pedestrian network will provide connections to many additional job centers and employment support services such as the Calworks Employment Center on Oak Street. There are multiple government buildings within the project area including Stockton Town Hall on Fremont Street. South of Fremont Street, there are additional City office buildings and State of California office buildings. Access to the Stockton City Centre (restaurants, open plaza space, and a movie theater) will also be enhanced and is a short connection about 1,200 feet south of Fremont Street. All three corridors will provide a connection to the Eastland Plaza Shopping Center at the eastern end of the project, improving access to services like banks and grocery stores.

Transit Hubs/Stations

All three of the project's corridors will connect to north-south corridors that will provide connectivity to downtown Stockton's two transit hubs. California Street will provide access to SJRTD's Downtown Transit Center. The Downtown Transit Center is served by over 20 SJRTD routes in addition to Metro Hopper and Greyhound bus services. The Downtown Transit Center is located about 1,000 feet south of Fremont Street. Further east, off of Aurora Street is Robert J. Cabral Station. The train station is served by both Amtrak and Altamont Commuter Express (ACE) trains. ACE trains provide connectivity between the Central Valley and the San Francisco Bay Area. ACE extensions are also planned to expand service to Lathrop and Merced.

Schools

Five schools directly front these three corridors and two additional schools are within a quarter-mile; serving over 1,200 students. In addition to these primary schools, the Stockton Campus of California State University, Stanislaus is less than 1,000 feet north of Park Avenue. The Cesar Chavez Central Library is located between Oak Street and Park Street. The library is

B. **Describe how the project supports development that reinforces and logically extends existing and planned development. Describe whether adjacent sites have been previously development, and on how many sides existing development already exists. Describe the status of water, sewer, and infrastructure to the project site, and whether the existing utilities are sufficient to accommodate development. Note whether the project site is within ¼ mile of a Measure K Smart Growth Project Infill Opportunity Site. (0-5 POINTS)**

This project will support current and future development in downtown Stockton by improving and building walking and bicycling networks in downtown. While most of the frontages along these corridors are developed, there are over 20 infill development sites that directly front all the corridors (13 on Fremont, six on Oak, and three on Park). More are located along the cross streets between these corridors. The Downtown East-West Connection Project is supportive of infill development by creating new active transportation options for residents, workers, and visitors across downtown. Providing comfortable walking and biking options will give users, new and old, additional transportation options that can reduce dependence on private automobiles and increase connections to transit hubs.

The City of Stockton has identified multiple investment opportunity sites within the immediate project area and throughout downtown Stockton that would greatly benefit from this project. The City has identified four Urban Revitalization sites, three of which are within the project area: Open Window Project (Master Development Plan that envisions 1,400 new dwellings with retail, live/work lofts, and work spaces across 51 parcels within 15 square blocks in the middle of downtown), University Park (a pedestrian-friendly medical and education district combining new

C. **Describe how the project is located in an area (within a ¼ mile walk distance) with high levels of street connectivity for vehicles, bicyclists, pedestrians, and transit. Describe the pattern of the street network, the spacing of streets, posted speeds, and whether streets are designed to accommodate pedestrians and bicyclists. (0-5 POINTS)**

Downtown Stockton is built on a dense, symmetrical street grid. The grid is defined by small blocks, typically 375 feet by 375 feet in length. Small blocks create a pedestrian network that is easier for pedestrians to navigate and cross because of more frequent crossing opportunities. From a design perspective, small blocks also create a more welcoming and less daunting walking environment. Additionally, supporting the development of the opportunity infill sites discussed previously would further enhance the pedestrian environment by replacing inactivated spaces with new development; increasing comfort, perceptions of safety, and streetscape aesthetics. For bicyclists, small blocks can improve network connectivity by allowing for more connections to other designated bicycle facilities and make it easier for people biking to connect directly to their origin or destination.

All three corridors are smaller streets, each with two vehicle lanes (except for six blocks of Fremont near the ballpark and arena that have five vehicle lanes). Fremont Street has a posted speed limit of 35 MPH and Oak Street and Park Street has posted speed limits of 30 MPH. Small streets and low speed limits create a safer and more comfortable walking and bicycling environments. Slower vehicle speeds increase the field of vision of drivers, allow for greater reaction time, and can reduce the severity of an injury should a collision occur. Slower speeds also make bicycling less stressful and more comfortable for people biking and walking. These characteristics combined with the infrastructure improvements that the East-West Connection

QUESTION #3: TRANSIT ACCESS (0-20 POINTS)

Attach a scaled map of the location of the project and all bus and rail transit routes, stops, and stations within ½ mile of the project vicinity. If transit service will be provided to an area in the future, include in the attachment a "will serve" letter from the transit operator that documents this.

A. **Describe how the project is in an area with nearby passenger rail and/or bus transit service that is accessible and provides regular service, or if future transit service will be provided to the area as documented in a "will-serve" letter from the transit operator. Describe any existing or proposed passenger amenities at transit stops in the area and all existing or proposed headways between buses in the area. (0-20 POINTS)**

All three of the project's corridors will connect to north-south corridors that will provide connectivity to downtown Stockton's two transit hubs. California Street will provide access to SJRTD's Downtown Transit Center. The Downtown Transit Center is served by over 20 SJRTD routes in addition to Metro Hopper and Greyhound bus services. The Downtown Transit Center is located about 1,000 feet south of Fremont Street. The following routes serve the Downtown Transit Center: SJRTD 40, 44, 47, 90, 91, 95, 150 (RTD-BART Commuter) 315, 360, 375, 378, 385, 390, 510, 515, 520, 525, 555, 576, 578, 580, Metro Hopper Routes 4, 5, 9, and Greyhound. Routes 40, 44, and 47 are Express Routes. Routes 90, 91, and 95 are Hopper Routes. The Downtown Transit Center has an on-site customer service center, covered waiting area, overhead and platform lights, on-site security, an inside lobby with restrooms, an information center, and retail space within the DTC building.

Further east, off of Aurora Street is Robert J. Cabral Station. The train station is served by both Amtrak and Altamont Commuter Express (ACE) trains. ACE trains provide connectivity between the Central Valley and Bay Area. ACE is also planning to expand service to Lathrop and Merced, further linking the Central Valley together. The Cabral Station is also served by SJRTD 44, which connects to the Downtown Transit Center.

See the Transit Map in the Appendix, which shows SJRTD's routes, stops, and stations within the project area.

QUESTION #4: HOUSING DIVERSITY AND AFFORDABILITY (0-10 POINTS)

- **Single family detached**
- **Small lot single family detached**
- **Single family attached**
- **Townhouses**
- **Duplexes/Triplexes**
- **Apartments**
- **Senior housing**
- **Mobile Home Park**

A. Describe how the project is in an area (within a ¼ mile walk of the project) that has a diverse array of housing types. Include all housing types from the list above that are in the project area. (0-5 POINTS)

The three project corridors traverse downtown Stockton and have a wide array of fronting land uses. The western segment of Park Street and Oak Street (Pershing to Commerce, ~5,000 feet) are fronted mostly by single family housing and community services like parks and schools. East of Commerce (1.2 miles), the land uses along these two corridors shift to a mix of medium density housing (small-scale apartment buildings) and small/medium-scale commercial uses. There are also apartments and senior housing within ¼ mile of the project corridors.

As discussed previously, there are multiple development opportunities for new construction and adaptive reuse for residential and commercial development on these corridors and throughout the project area in downtown Stockton. These projects, once approved and completed, will increase and diversify the housing stock within downtown Stockton, creating new housing opportunities for a variety or family types/sizes at different income levels.

B. Describe how the project would support development that has a diverse array of housing types. Include all housing types from the list above that are in the development in the project area. (0-5 POINTS)

The East-West Connection Project will bring bicycle and pedestrian network improvements throughout downtown across these three corridors. These streets will become the first dedicated east-west bicycle routes in downtown Stockton. These bicycle lanes and bicycle boulevards, particularly Park and Oak Streets, will link current and future residents to many community-serving destinations including schools, parks, medical facilities, and the Chavez Library. Fremont Street will provide access to the Stockton waterfront and many entertainment venues including Banner Island Ballpark and the Stockton Arena. All three corridors will provide connections to north-south active transportation corridors, especially California Street and Aurora Street. Not only will these north-south corridors funnel people into the central commercial district of downtown, they will link users to both of downtown's Stockton's transit centers: Cabral Train Station and the Downtown Stockton Transit Center. This project will also construct pedestrian crossing improvements throughout these three corridors. The project will build crossing and traffic calming infrastructure at over 30 locations across the three corridors.

These improvements support future development of different housing types - including apartments, duplexes or triplexes, senior housing, and other higher density development. This will create safe, comfortable, and practical active transportation options for residents, workers, and

C. **Describe how the project is located in proximity to or supports development includes affordable housing. Describe the percentage of the development that would be affordable to each income category. (0-5 POINTS)**

This project would benefit two of downtown Stockton's proposed affordable housing developments, Liberty Square and Grand View Village. Liberty Square is located at the intersection of Flora and Hunter, one block north of Park Street and would provide 74 units of affordable multifamily housing for veterans. Liberty Square will focus on housing veteran families that make between 30-60% of the area's median income; depending on the number people within each household, this can serve “Extremely Low,” “Very Low,” and “Low” income families. The entire development is dedicated to these purposes. Grand View Village is located at Miner/San Joaquin two blocks south of Fremont and would create 62 affordable units with an 11,000 square foot ground-floor market. All residential units in this complex will serve households making between 30-80% of the area's median income; depending on the number of people within each household, this can serve “Extremely Low,” “Very Low,” “Low,” and 1-2 person “Median” income families. The proposed facilities on all three project corridors will provide important bicycle and pedestrian connectivity for these residents. In addition to directly serving these future residents, the potential grocery store that would occupy the ground floor of the Grand View Village project will serve the greater downtown area; the cross-downtown connectivity that these corridors will create will improve access to this important store to many downtown residents.

In addition to serving future lower-income residents at these future developments, many current downtown Stockton households are low-car households (households with one or no vehicles available). Across the City, about 42% of households are low-car households (access to one or zero vehicles). When broken down at the census tract level, however, the greatest concentration of zero-vehicle households is in the five census tracts around downtown. In one of these tracts (06077000100), 54% of the households do not have access to a vehicle. The number of households with access to only one vehicle is also very high in this area. A breakdown of low-car households can be shown in the attached table, State Attachment K1. All five tracts have a 59% or higher share of households with one or no cars. Low-car households would greatly benefit from improved active transportation infrastructure that can expand their transportation options.

When considering housing affordability, use the following 2020 Income Limits for San Joaquin County as set by the Department of Housing and Community Development:

County	Income Category	Number of Persons in Household							
		1	2	3	4	5	6	7	8
San Joaquin County 4-Person Area Median Income: **$75,000**	Extremely Low	15750	18000	21720	26200	30680	35160	39640	44120
	Very Low Income	26250	30000	33750	37500	40500	43500	46500	49500
	Low Income	42000	48000	54000	60000	64800	69600	74400	79200
	Median Income	52500	60000	67500	**75000**	81000	87000	93000	99000
	Moderate Income	63000	72000	81000	90000	97200	104400	111600	118800

Source: https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/Income-Limits-2020.pdf

QUESTION #5: MIXED LAND USES AND DEVELOPMENT INTENSITY (0-15 POINTS)

When describing the mix of land uses, refer to this list:

- **Single-family housing**
- **Multi-family housing**
- **Commercial**
- **Office**
- **Recreation**
- **Education**
- **Institution**
- **Industrial**

A. Describe how the project is in an area (within a ¼ mile walk of the project) that provides a variety of land uses. List any of the uses above that are within the project area. (0-5 POINTS)

These three project corridors cross downtown and have a variety of land uses that front them. The western segments of Park and Oak Streets are primarily fronted by single family housing. Further east, Park and Oak Streets transition to having small apartments and small-scale commercial fronting uses with pockets of industry. The eastern terminus of the project area is a large commercial shopping center. The western segment of Fremont Street along the waterfront has a mix of light industrial, commercial, and entertainment venues. This segment of the Fremont corridor includes Banner Island Ballpark and the Stockton Arena. Moving east, the Fremont corridor transitions to a mix of housing and commercial uses. These land use trends continue north and south of the project area. Throughout the project area, these corridors will also provide residents with direct access to five schools (Pittman Elementary, Apex Academy, Children's Home of Stockton, One New Start, and One BLA Charter) and two more within a ¼ mile, serving over 1,200 students. The project will also improve access and connectivity to Stanislaus State Stockton Campus, Chavez Library, and five open space/park areas (Weber Square, Weber Point, Fremont Square, Martin Luther King Plaza, and the Stockton Waterfront). This project's location within downtown Stockton and the connections to north-south corridors it will create, will enable these corridors to serve a large array of users, trip types, and origins/destinations. These corridors can serve as the first east-west active transportation spines in downtown Stockton.

See the Land Uses Map in the Appendix for the project area.

Development Intensities are defined as follows:

- ***Low Intensity: Fewer than 12 Dwelling Units per acre AND/OR 0.29 or less Floor Area Ratio***
- ***Moderate Intensity: 12 to 15 Dwelling Units per acre AND/OR 0.30-0.69 Floor Area Ratio***
- ***High Intensity: 16 to 19 Dwelling Units per acre AND/OR 0.70-0.99 Floor Area Ratio***
- ***Very High Intensity: 20 or more Dwelling Units per acre AND/OR 1.0 or higher Floor Area Ratio***

B. Describe how the project is in an area (within a ¼ mile walk of the project) that exhibits a smart growth pattern of development intensity. Refer to the definitions above for intensities. Describe the percentage of the area that includes housing. Note if the project is located in a core area, such as a downtown, and whether the project is of the highest intensity found in the community. (0-5 POINTS)

The East-West Downtown Connection Project is located in the downtown Stockton core and will allow the transportation system to better handle the additional densities that future development will bring to downtown Stockton. There are 21 infill opportunity sites along these corridors in addition to several larger projects. Including areas zoned for mixed-uses, collectively across all three corridors, 50% of the fronting area is zoned for residential uses. The majority of the residential zoning is for “low intensity” uses (32% of the project area total). Mixed-use and “medium and high intensity” areas account for about 18% of the total corridor frontage. There are multiple planned projects that are slated to take advantage of the greater allowable density.

The other 50% of corridor frontage is used by commercial and light industrial uses. The close proximity of the different land uses is in-line with smart growth principles as this has potential to allow people to live closer to where they work and play, shortening travel distances and encouraging the use of transit and active transportation.

C. Describe how the project would support private development that exhibits a smart growth pattern of development intensity. Refer to the definitions above for intensities. Describe the percentage of the area that includes housing. Note if the project is located in a core area, such as a downtown, and whether the project is of the highest development intensity found in the community. (0-5 POINTS)

The East-West Downtown Connection Project is located in the downtown Stockton core and will allow the transportation system to better handle the additional densities that future development will bring to downtown Stockton. There are 21 infill opportunity sites along these corridors in addition to several larger projects; two of those will bring over 100 affordable housing units to downtown Stockton. The two affordable housing developments discussed in an earlier question are partnerships with private developers including Visionary Home Builders. There are additional City-owned properties within downtown Stockton that the City is also seeking to partner with private developers on including retail space on the ground floor of the Stockton Arena Garage on Fremont Street.

These three corridors are fronted by a variety of land uses. Across all three corridors, about 32% of the fronting uses are “low intensity residential” uses, 10% of the fronting uses are “moderate or high intensity” uses, and 8% of the fronting uses are zoned for mixed use; which at minimum will meet “moderate intensity.” While there are no existing “high intensity” developments along the corridors, there are multiple zoned areas along them and within the project area that can be redeveloped as such in the future.

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III. Supplemental Application Checklist

- **Eligibility:** Potential applicants may check with SJCOG staff regarding their eligibility to apply for funding sources or the eligibility of their project.

- **Program Schedule:** Review the Regional ATP Schedule for important dates.

- **Application Contents:** Review pages for all needed elements:

  - **Signed cover letter (electronic signature is accepted)**
  - **Completed Supplemental Application**
    - **Project Information – Section I**
    - **Supplemental Questions – Section II**
      - Leveraging of Other Funding
      - Project Readiness
      - Project Location
      - Transit Access
      - Mixed Land Uses and Development Intensity
      - Housing Diversity and Affordability
    - **Supplemental Application Checklist – Section III**
  - **Complete Appendix – in order**
    - **State ATP Application**
    - **Any additional exhibits not included in your State ATP Application**
    - **Misc. – Any other information not included in your State ATP Application**

    Please do not include a complete Master Plan or other local or regional planning document with your application.

- **Submittal Deadline:** Please submit one (1) electronic copy via thumb drive, CD, or email/file sharing site of the complete grant application no later than 4:00 p.m. on September 15, 2020 to:

David Ripperda, Associate Regional Planner
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
ripperda@sjcog.org