2021 SJCOG Regional ATP Supplemental Application

I. Project Information

1. Project Title: Greater Downtown Bike and Ped Connectivity Project

2. Applicant Agency: City of Stockton

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

4. Project Manager Herminia Rodriguez **Title:** Project Manager II

Email: herminia.rodriguez@stocktonca.gov **Phone Number:** (209) 937-5136

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 Greater Downtown Bike and Ped Connectivity Project will construct 5.4-miles of bicycle facilities on Lincoln Street, Rose Street, and Aurora Street. The Lincoln Street corridor will construct buffered bicycle lanes between Turnpike Road and Weber Avenue south of the Port of Stockton and between Fremont Street and Harding Way north of the Port. The Aurora Street corridor will combine bicycle boulevards and buffered bicycle lanes beginning on 5th Street between California and Aurora, turn north on Aurora and continue north to Channel Street. Then the corridor will weave on to Grant Street and then back to Aurora terminating at Pittman

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

The project will build bicycle facilities and pedestrian improvements on Lincoln Street on both north-south sides of the Port of Stockton, Rose Street, and 5th Street/Aurora Street/Grant Street 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	11/1/2022	2/23/2024
ROW	2/26/2024	2/26/2024
Construction	5/1/2024	7/30/2024

	Start Date	Completion
Non-Infrastructure and Plans		

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9. Funding Requested: $ 1,798,560

10. Total Project Cost: $ 1,998,400

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).

No. The City of Stockton would prefer this project not be funded in pieces.

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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: 16,300 Linear Feet
Class 3: 11,950 Linear Feet Class 4: 0 Linear Feet
Signalized Intersections: New Detection/Bike Boxes: 0 Number Timing Improvements: 3 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: 1 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): 300 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): 13 Number Reconstruct Ramp to Standard: 12 Number
Signalized Intersections: New Crosswalk: 1 Number Enhance Existing Crosswalk: 10 Number
Pedestrian signal heads: 0 Number Shorten Crossing: 0 Number
Timing Improvements: 3 Number
Un-Signalized Intersections: New Traffic Signal: 1 Number New Roundabout: 0 Number
New RRFB/Signal: 13 Number Crossing-Surface Improvements: 0 Number
Shorten Crossing: 0 Number
Mid-Block Crossing: New RRFB/Signal: 0 Number Crossing-Surface Improvements: 0 Number
Lighting: Intersection: 1 Number Roadway Segments: 0 Linear Feet
Pedestrian Amenities: Benches: 0 Number Trash Cans: 0 Number
Shade Trees: _____ Number Shade Tree Type: _____
Other Ped Improvements #1: New Crosswalk @ unsignaliz #: 56 #2: Enhance crosswalk @ unsignalized: 7 #: ___

☐ **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: 6,420 Linear Feet Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs: Speed Feedback Signs: 0 Number
Signalized Intersections: Timing Improvements: 0 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: Traffic diverter #: 1

☐ **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: 1,998,400

Leveraged Funds: 199,840 **% 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.

The City will contribute the funding 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.

The Greater Downtown Bike and Pedestrian Connectivity project has cleared several project milestones, including a Feasibility Study, Plans/Specifications/Estimates, and Right of Way (ROW) Acquisition.

Project Feasibility/Study Report

The viability and feasibility of the proposed bicycle and pedestrian improvements was evaluated in three distinct planning processes: the Draft Downtown Stockton Active Transportation Plan, the Stockton Bicycle Master Plan, and the 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. In addition to determining the technical feasibility of the proposed improvements, these planning processes took steps to ensure that there is community support for the projects.

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. 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 these projects move 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” (PRC Section 21080.20.5). The Class 1 and Class 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

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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 project improvement will improve bicycle and pedestrian connectivity and safety to a wealth and concentration of community destinations in Downtown Stockton, especially considering that the seven project area census tracts have the greatest concentration of zero-vehicle households in the City. (See attachment C of the State ATP application for map) These destinations include:

Employment Centers and Compact Commercial Area

The Downtown Stockton area has the highest concentration of jobs and businesses in the City. According to the most recent US Census OnTheMap data available (2017), there are 27,556 jobs in the Downtown Stockton project area in a wide range of sectors. These jobs make up 25% of all jobs in the City of Stockton (109,353 jobs). 53% of all people commuting into the project area travel less than 10 miles to work. Within the project area, 38.9% of people commute less than 10 miles to work (US Census). Lincoln Street and Aurora Street provide direct north-south access to these areas, while Rose Street will become a key east-west connection on the north end of Stockton's Downtown Core. In addition to improving access to major employment centers, the corridors will also provide direct access to two employment support services. The Stockton WorkNet Center is located off of Lincoln Street and CalWorks Employment Services is located off of Aurora Street.

This project is located within the downtown Stockton core and will improve access businesses and entertainment venues throughout the project area. The Lincoln Corridor will provide access to the Stockton Waterfront, including Banner Island Ballpark, the Stockton Arena, and the Weber Point Events Center. Access to the Stockton City Centre (restaurants, open plaza space, and movie theater) will also be enhanced and is a short 1/3-of-a-mile connection along Weber Street from Lincoln Street and a half-a-mile from Aurora Street along Weber Street.

Transit Hubs/Stations

The project's bikeway improvements directly connect to Robert J. Cabral Station, which is served by Regional Amtrak Service 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.

The project also brings people within ¼ mile of San Joaquin County RTD's Downtown Transit Center. The Downtown Transit Center is served by over 20 SJRTD routes in addition to Metro Hopper and Greyhound bus services.

Schools

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)**

The project supports direct active transportation connections to 27% of all 81 Measure K Smart Growth Project Infill Opportunity Sites within Downtown Stockton, including 6 directly along Lincoln Street, and 16 directly along 5th Street/Aurora Street/Grant Street. There are an additional 35 infill sites within ¼ mile of the 5th Street/Aurora Street/Grant Street, 8 within ¼ mile of Lincoln Street, and 1 within ¼ mile of Rose Street. The project corridors will support bicycle and pedestrian connections to 81% of all infill opportunity sites within downtown when including sites within ¼ mile of the project corridors.

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 improvements. The Lincoln Street improvements will connect directly to the North Shore - Downtown Waterfront, a proposed live/work/play environment along the waterfront and adjacent to the Stockton Arena, Stockton Ballpark, and Downtown Marina. The project improvements will also provide access to the Open Window Project, a 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.

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)**

The Greater Downtown Bike and Ped Connectivity Project is located within downtown Stockton. 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. This highly interconnected, dense, human-scale built environment creates 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. The project will be built on this highly connected street grid and the entire project area will be within a ¼ mile of this dense network.

The Rose and Aurora corridors are smaller streets, each with two vehicle lanes. Lincoln Street north of the Port of Stockton is also has two vehicle lanes, but is mostly designed with four vehicle lanes south of the Port of Stockton. Lincoln Street has a posted speed limit of 30 MPH and Aurora Street and Rose Street have posted speed limits of 25 MPH. Small streets and low speed limits create a safer and more comfortable walking and bicycling environments. Slower vehicle speeds

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)**

The project's proposed improvements on Aurora Street will provide connectivity to downtown Stockton's two transit hubs. Robert J. Cabral Station is directly off of Aurora Street. 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 (San Jose). 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.

The Downtown Transit Center is located about ¼ mile west of Aurora Street. The Downtown Transit Center is served by over 20 SJRTD routes in addition to Metro Hopper and Greyhound bus services. 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.

See Exhibit 1 attached for a map of Transit Access.

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)

Rose Street is lined almost completely by single family detached housing. Close to California street, the housing density does slightly increase on Rose Street. In this area of the corridor, there are duplexes, triplexes, and fourplexes. In addition to these dwelling units on Rose, there are apartment complexes ¼ mile south of Rose Street along Magnolia Street and Acacia Street and senior housing to the north of Rose Street off of Willow Street and Vine Street.

The Lincoln Street corridor is lined primarily by single family detached housing, although there are apartments directly on Lincoln Street and within ¼ mile of the project corridor. The Aurora Street/Grant Street/5th Street corridor is also lined with single family detached housing and apartments. The project will also improve access to destinations for residents of the Anchor Village housing development (51 units). This development primarily serves veterans but also has 11 units allocated for independent residents referred by San Joaquin County Behavioral Health Services.

In addition to those developments, there are also multiple senior housing facilities within the project area. The Franco Center Apartments (112 units of all Section 8 senior housing) is located

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 Greater Downtown Bike and Pedestrian improvement project will bring active transportation network improvements that support the existing array of housing types currently along the project corridors while supporting new development. In the future as development occurs to match the allowed intensity, the project's active transportation improvements will support sustainable, efficient transportation patterns and support the vision for smart growth in Stockton's Downtown Core and the immediate surroundings.

For example, although much of Rose Street is currently single-family detached housing, two blocks of Rose Street have been zoned for high-intensity residential development. An additional two and a half blocks have been zoned for mixed-use development and ½ block has been zoned for commercial development. This could support the development of townhouses, duplexes or triplexes, senior housing, and apartments along Rose Street.

Similarly, segments of Lincoln Street and Aurora Street are also zoned for high-intensity residential development that exceeds the intensity of their current use and would allow for a wider array of housing types.

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)**

The Aurora Street project improvements are within three blocks of the City's plans for Liberty Square. 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.

Both Aurora Street and Lincoln Street are also within ½ mile east and west, respectively, of a proposed development called Grand View Village at Miner Street/San Joaquin Street. This development will create 62 affordable units with an 11,000 square foot ground-floor market.

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 census tracts around downtown. In project area Census Tract 1, 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. Low-car households would greatly benefit from improved active transportation infrastructure that can expand their transportation options. Low-income residents in the project area will also benefit expanded, lower cost active transportation options. Of the seven census tracts in the project area, six have a median household income less than 65% of the statewide median and one is between 65% and 70%. The median income for all seven project area tracts is $29,385. For some low-income residents in these communities, high housing and transportation costs can have serious consequences on residents' abilities to save money or access and afford other key services.

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)

There are a very wide diversity of land uses directly along the three project corridors. These include: parks and residential, high-density residential, commercial, residential estate, educational institutions, administrative professional, industrial, and mixed-use. Within ¼ mile of the project corridors are parcels that have been zoned for low-density residential development and institutional purposes.

10% of Rose includes land zoned high-density residential to 20 to du/acre.
16% of Lincoln includes land zoned high-density residential at 20 to 90 du/acre.
10% of Aurora includes land zoned for downtown commercial, that allows high density residential at 20 to 90 du/acre. Another 17% of Aurora includes land zoned for light/limited industrial. One parcel away from this land use category (1/2 block) from Aurora is zoned high-density residential at 20 to 90 du/acre.

See Exhibit 2 attached for a map of Land Use.

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 Greater Downtown Bike & Pedestrian Connectivity project is located in the Downtown Stockton core and immediate surrounding areas. The active transportation project improvements will allow the transportation system to better handle the additional densities that future development will bring to downtown Stockton. Approximately 40 - 50% of the project corridors are fronted by land that is currently zoned for residential development. Mixed-use and high-density residential development comprises approximately 25% of the project corridor frontage.

The presence of a high number of infill sites directly along the project corridors and within ¼ mile of the project corridors will support higher density development in the future, including existing plans for housing and mixed-use development currently underway in the City of Stockton.

The remainder of the project corridors are fronted by land that is zoned for commercial use, industrial use, parks and open space, educational institutions, and administrative professional use. This mix and close proximity of land-uses supports smart growth and the integration of transportation and land use systems, allowing 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 Greater Downtown Bike and Pedestrian Connectivity 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. The project supports direct active transportation connections to 27% of all 81 Measure K Smart Growth Project Infill Opportunity Sites within Downtown Stockton, including 6 directly along Lincoln Street, and 16 directly along 5th Street/Aurora Street/Grant Street. There are an additional 35 infill sites within ¼ mile of the 5th Street/Aurora Street/Grant Street, 8 within ¼ mile of Lincoln Street, and 1 within ¼ mile of Rose Street. As discussed, two of these will bring affordable housing development to Stockton.

The City of Stockton identifies between 46% - 84% of several blocks along the Lincoln Street corridor south of the waterfront as vacant and/or utilized. As previously discussed in Question 5B, other areas of the project corridors are also underutilized and underdeveloped according to the permitted land use. In the future as development occurs to match and fulfill the allowed intensity, the project's active transportation improvements will support sustainable, efficient transportation patterns and support the vision for smart growth in Stockton's Downtown Core.

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
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ripperda@sjcog.org