



Long Range Property Management Plan

Successor Agency to the
Former Redevelopment Agency of the
City of Stockton

April 2015

INTRODUCTION

On June 27, 2012, the Governor signed into law Assembly Bill 1484 (AB1484), a budget trailer bill that made substantial changes to the redevelopment agency dissolution process implemented by Assembly Bill 1X 26. One of the key components of AB1484 is the requirement that successor agencies develop a Long Range Property Management Plan that governs the disposition and use of the former non-housing redevelopment agency properties. This document is the Long Range Property Management Plan (LRPMP) for the Successor Agency to the Former Redevelopment Agency of the City of Stockton (Successor Agency).

SUMMARY OF SUCCESSOR AGENCY OWNED PROPERTIES AND DISPOSITION PLANS

There are fifty (50) parcels divided amongst thirteen (13) sites that are owned by the Successor Agency.

NO.	SITE NAME	ADDRESS	APN
1	Van Buren, Washington, Market, Madison & Monroe St.	109 S. Van Buren	137-360-24, 26, 27, 28 & 39
		333 W. Washington Street	137-330-01; 02, 03, 04 & 20
		214, 220, 226, 240 & 248 Market Street; 103, 115, 119 & 125 Madison Street; 124 & 126 Monroe Street	137-330-08, thru 137-330-19
2	Children's Museum	448 W. Weber Avenue	137-260-05, 07, 26, 31, 32 & 33
3	Bob Hope Theater	242 E. Main Street	149-140-27
4	833 W. Weber Avenue	833 W. Weber Avenue	145-190-03, 145-270-06, 09 & 10
5	Lincoln Street & Weber Avenue	504 W. Weber Avenue	137-370-03
		666 W. Weber Avenue	137-370-02
6	Airport Way & Second Street	1516 S. Union St.	169-030-13
		1501 S. Airport W	169-020-11
7	Airport Way & Eighth Street	2222 & 2244 S. Airport Way	169-163-01 & 169-151-01
8	Airport Way & Folsom Street	1805 & 1814 S. Airport Way	169-020-02 & 169-040-09
9	Airport Way - Option	2110 S. Airport Way	169-162-01
10	Airport Way & Ninth Street	2319 & 2333 S. Airport Way	169-090-49 & 169-090-50
11	Lincoln Street & Horton Avenue	No Situs Address	175-260-34 & 175-070-08
12	Henery Apartments	119 S. Sutter Street	149-120-10
13	Waterfront Office Towers Parking Lot	517 & 605 W. Weber Avenue	137-260-15, 16 & 17

AB 1484 allows successor agencies to sell or retain properties for governmental use or future development with the approval of the Oversight Board. Based on that premise, all of the properties have been determined to be used or disposed by the following categories:

- ❖ Retention of the property for a governmental use pursuant to subdivision (a) of Section 34181;
- ❖ Retention of the property for future development; or
- ❖ Sale of the property

GOVERNMENTAL USE

Health & Safety Code Section 34181(a) states that the Oversight Board may have the successor agency transfer ownership of those assets that were constructed and used for a governmental purpose, such as roads, school buildings, parks, police and fire stations, libraries, and local agency administrative buildings, to the appropriate public jurisdiction pursuant to any existing agreements relating to the construction of use of an asset.

The following properties have been identified to be transferred to the City and retained for a governmental purpose pursuant to HSC Section 34181:

- ❖ Site No. 1 – Van Buren, Washington, Market, Madison & Monroe Street
- ❖ Site No. 2 - Children’s Museum
- ❖ Site No. 3 - Bob Hope Theater

By retaining these properties for a governmental purpose, the City will be able to continue providing services to the public by increasing and strengthening the presence of government functions within the downtown while providing recreational, cultural, and civic uses.

FUTURE DEVELOPMENT

In order to retain property for future development the use and disposition of the property should be consistent with and be identified in an approved redevelopment plan, or specific, community or general plan. AB 471 clarifies that “identified in an approved redevelopment plan” includes identification in a community plan or a five-year implementation plan. DOF interprets that the redevelopment plan could also be a strategic plan, general plan or other plan that directs the use of property. Therefore, as long as the project is identified in any existing plan, the requirements are met.

The following properties have been identified to be transferred to the City and retained for future development pursuant to HSC Section 34191.5 (c)(2)(A):

- ❖ Site No. 4 – 833 W. Weber Avenue
- ❖ Site No. 5 - Lincoln Street & Weber Avenue
- ❖ Site No. 6 - Airport Way & Second Street; and
- ❖ Site No. 7 - Airport Way & Eighth Street

By retaining these properties for future development, the City will be able to achieve the former Redevelopment Agency’s plans for the site. The City will also be able to ensure that a project is developed that meets the City General Plan and zoning guidelines and meets the objectives of the projects in the various plans discussed in each property inventory.

In addition, by retaining the property, the City can identify a developer with the necessary experience and expertise to complete a development project in a realistic timeframe while avoiding a buyer who is interested in a more speculative real estate investment.

The site will be disposed of to a qualified developer who will acquire and develop the property in a timely manner in accordance with an approved Disposition and Development Agreement (DDA), which will set the terms of the land acquisition between the City and the selected developer. The developer will be selected through an application process involving solicitation of interested prospective developers with a Request for Qualification (RFQ), Request for Proposals (RFP), qualified bid, or similar means. Net unrestricted sales proceeds will be remitted to the county auditor-controller for distribution to taxing entities pursuant to HSC section 34180(f).

SALE OF PROPERTY

The following properties have been identified to be sold:

- ❖ Site No. 8 - Airport Way & Folsom Street
- ❖ Site No. 9 – 2110 S. Airport Way – Purchase Option (expires in 2018)
- ❖ Site No. 10 - Airport Way & Ninth Street
- ❖ Site No. 11 - Lincoln Street & Horton Avenue
- ❖ Site No. 12 - Henery Apartments (119 S. Sutter Street)
- ❖ Site No. 13 - Waterfront Office Towers Parking Lot

The properties will be sold at a determined market rate. An agreement with affected taxing entities may be required, and the use of any sales proceeds will be determined in accordance with the requirements of AB 1484. If deemed necessary by the Successor Agency, a real estate broker may be hired to list the properties for sale.

PROPERTY INVENTORY INFORMATION

The following pages contain property inventory information for each property in accordance with the information required under AB 1484 regarding the parcel information contained in the Long Range Property Management Plan.

The property inventory consists of the following information for each property:

- ❖ The date of the acquisition of the property and the value of the property at the time, and an estimate of the current value of the property;
- ❖ The purpose for which the property was acquired;
- ❖ Parcel date, including address, lot size, and current zoning in the former agency redevelopment plan or specific, community, or general plan;
- ❖ An estimate of the current value of the parcel including, if available, any appraisal information;
- ❖ An estimate of any lease, rental, or any other revenue generated by the property, and a description of the contractual requirements for the disposition of those funds;
- ❖ The history of environmental contamination, including designation as a brownfield site, any related environmental studies, and history of any remediation efforts;
- ❖ A description of the property's potential for transit-oriented development (TOD) and the advancement of the planning objectives of the successor agency; and
- ❖ A brief history of previous development proposals and activity, including the rental or lease of property.

**LISTING OF FORMER REDEVELOPMENT AGENCY PROPERTY
BY PROPOSED DISPOSITION CATEGORY**

GOVERNMENTAL USE

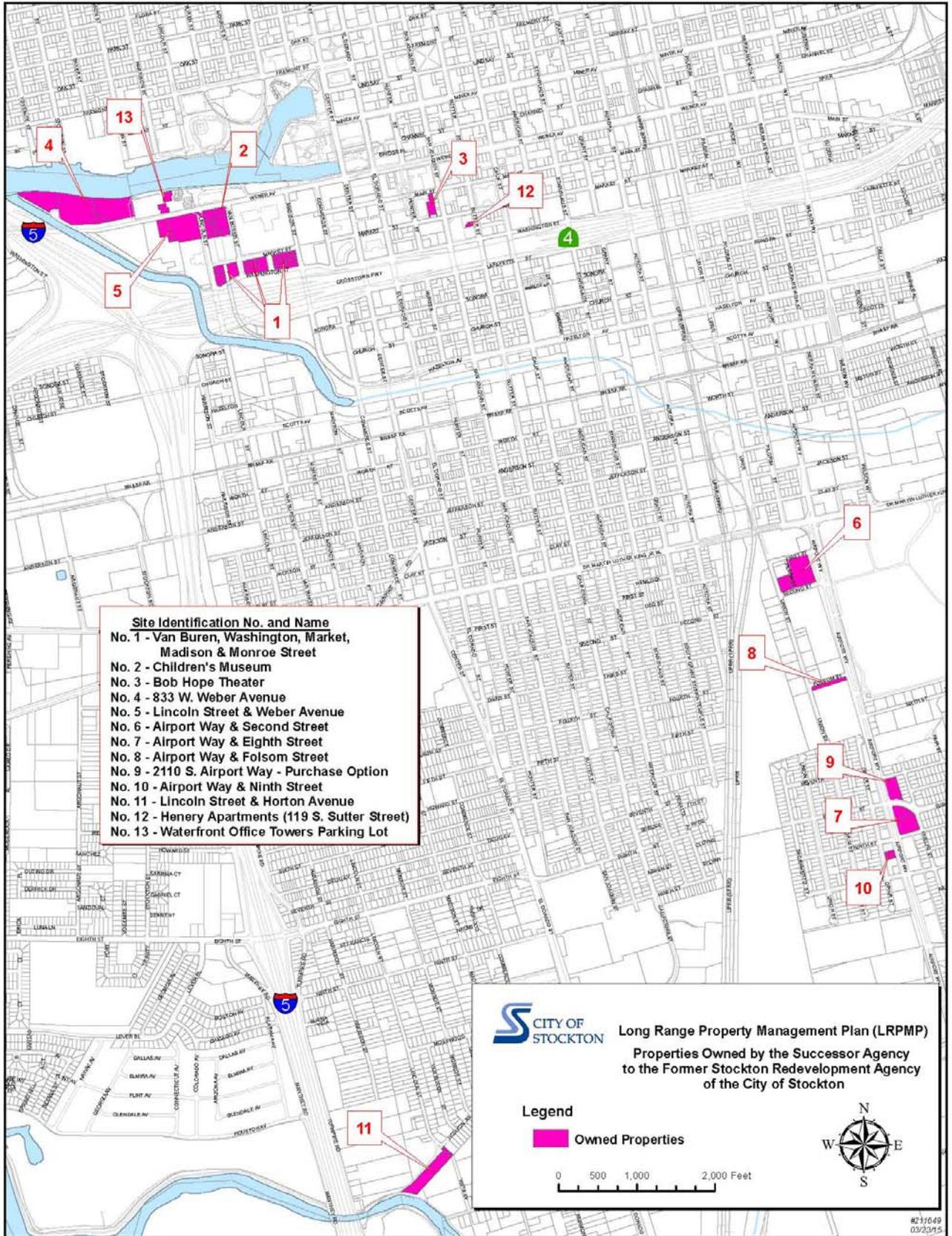
- ❖ Site No. 1 - Van Buren, Washington, Market, Madison & Monroe Street
- ❖ Site No. 2 - Children's Museum
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FUTURE DEVELOPMENT

- ❖ Site No. 4 - 833 W. Weber Avenue
- ❖ Site No. 5 - Lincoln Street & Weber Avenue
- ❖ Site No. 6 - Airport Way & Second Street
- ❖ Site No. 7 - Airport Way & Eighth Street

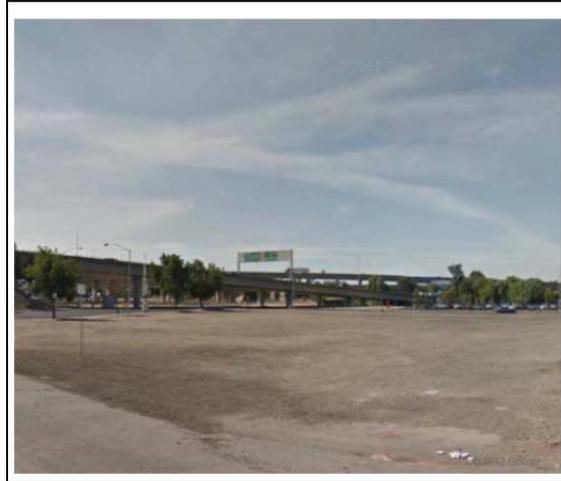
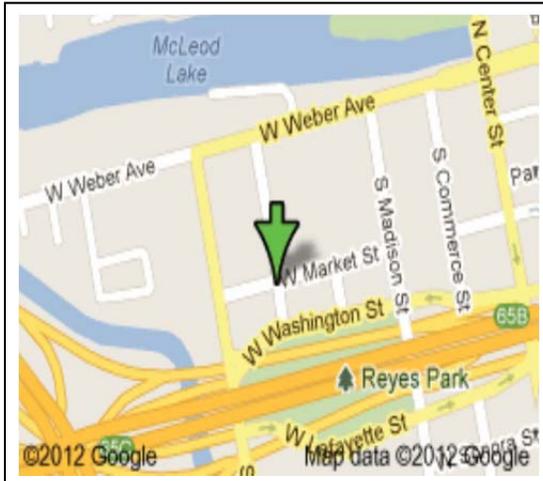
SALE OF PROPERTY

- ❖ Site No. 8 – Airport Way & Folsom Street
- ❖ Site No. 9 - 2110 S. Airport Way – Purchase Option
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- ❖ Site No. 11 - Lincoln Street & Horton Avenue
- ❖ Site No. 12 - Henery Apartments (119 S. Sutter Street)
- ❖ Site No. 13 - Waterfront Office Towers Parking Lot



PROPERTY INVENTORY INFORMATION**Site No. 1**

109 S. VAN BUREN STREET
 Stockton, CA 95202
 APN(s): 137-360-24, 26, 27, 28 & 39

**Summary**

This site contains several vacant parcels and is located at Lincoln Street and Washington Street.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, Office
- Existing Use: Vacant Lot/Land
- Lot Size: 24 - .08, 26 - .54, 27 - .30, 28 - .13, 39 - .20 (1.25 total) acres
- Acquisition Date: 1981
- Estimated Acquisition Value: \$31,000
- Acquisition Purpose: office/government facility

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$768,932

Revenue Generated by Property: This property is currently vacant and does not generate revenue. Conversely, the site incurs an annual assessment in the amount of \$1,274 assessed by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As part of the effort to redevelop the waterfront area, the City hired several consultants over the last decades to investigate the condition of waterfront area properties. On August 21, 2000, the Stockton Waterfront Brownfields Project Environmental Master Plan was prepared by Black & Veatch to provide prospective developers and lenders, and the general public with a summary of information available in numerous environmental documents regarding Stockton Waterfront Brownfields properties.

According to this plan which refers to this property as Area 4, there were no volatile organic compounds detected in the soil; however, diesel was detected in one of ten soil samples, and gasoline was detected in one soil boring. Several semi-volatile organic compounds were detected in one of seven soil samples analyzed. Lead was detected in three of thirteen soil samples. No volatile organic compounds or significant metals concentrations were detected in the groundwater sample. Verification showing that groundwater potentially entering the site from the NW has not been adversely impacted by Area 2A needs to be completed.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District (SJRTD) is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides services that connect the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

Development Plans and Activity

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District.

The Downtown Stockton Strategic Action Plan dated October 2001 also identifies this area as the South Shore. This plan directs the use of this particular property as office and financial. In fact, there is a project identified as the Washington Street Office Project in the existing plan. Although this project was not completed the property remains viable for such development including a governmental use.

A primary goal of the Downtown Stockton Strategic Action Plan is the importance of creating additional government office in downtown. The goal of increasing and strengthening the presence of government functions within the downtown is paramount as it is ranked second in priority; only after addressing safety and security. This is evident as there are existing state and county offices in the immediate area as the Stockton California Department of Motor Vehicles located at 55 South Lincoln Street is across the street from this site and San Joaquin County Work Net at 56 South Lincoln Street is located on the adjacent parcel. Moreover, Commercial, Downtown (CD) zoning designations which identify governmental facilities as an appropriate use are also established in the immediate area.

Today, government functions are the most visible and successful elements in Downtown Stockton and a prerequisite in the Downtown's continued success will be the ability to retain and attract new government office uses. In furtherance of spawning a distinct and vital Government Center as identified in the Downtown Strategic Action Plan, this site naturally serves for the construction of possible City facilities or government offices as referenced in previous planning documents.

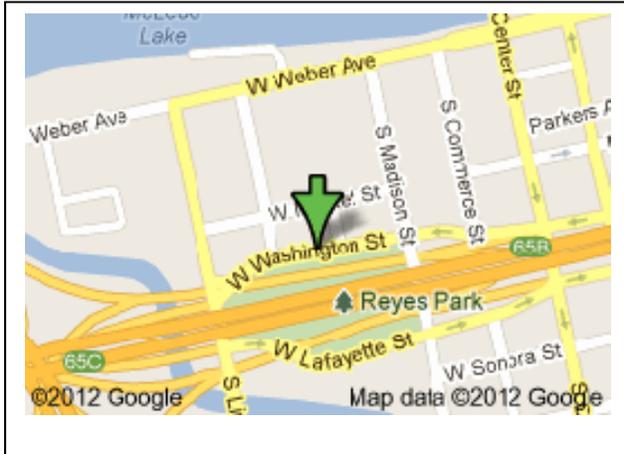
Property Disposition

The Agency recommends the property be transferred to the City and retained for governmental purpose pursuant to HSC Section 34181.

PROPERTY INVENTORY INFORMATION

Site No. 1 - continued

333 W. WASHINGTON STREET
 Stockton, CA 95202
 APN(s): 137-330-01, 02, 03, 04 & 20



Summary

This site is located in the South Shore District and contains multiple lots located between Van Buren and Monroe Streets on Washington Street north of Crosstown Freeway. There are a total of five lots consisting of one large lot and four smaller lots.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, Office
- Existing Use: Vacant Lot/Land
- Lot Size: 01 - .11, 02 - .11, 03 - .11, 04 - .11, 20 - .73 acres
- Acquisition Date: 1981-1988
- Estimated Acquisition Value: \$134,900
- Acquisition Purpose: office/government facility

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: Provided on page 7

Revenue Generated by Property: This property is currently vacant and does not generate revenue. Conversely, the site incurs an annual assessment in the amount of \$1,191 assessed by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As part of the effort to redevelop the waterfront area, the City hired several consultants over the last decades to investigate the condition of waterfront area properties. On August 21, 2000, the Stockton Waterfront Brownfields Project Environmental Master Plan was prepared by Black & Veatch to provide prospective developers and lenders, and the general public with a summary of information available in numerous environmental documents regarding Stockton Waterfront Brownfields properties.

According to this plan, which refers to this property as Areas 5 and 6, from at least 1895 to the present, Areas 5 and 6 have been occupied by either residential dwellings, a school, shops, or vacant land. No industrial land use, underground storage tanks, or other environmental concerns were identified on the subject properties. No underground storage tanks, potential underground tanks, or underground storage tanks remains were identified at Areas 5 or 6 during a ground penetrating radar survey. No offsite environmental concerns were identified for Areas 5 and 6. No further action is recommended at Areas 5 or 6.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides services that connect the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

Development Plans and Activity

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District.

The Downtown Stockton Strategic Action Plan dated October 2001 also identifies this area as the South Shore. This plans directs the use of this particular property as office and financial. In fact, there is a project identified as the Washington Street Office Project in the existing plan. Although this project was not completed the property remains viable for such development including a governmental use.

A primary goal of the Downtown Stockton Strategic Action Plan is the importance of creating additional government office in downtown. The goal of increasing and strengthening the presence of government functions within the downtown is paramount as it is ranked second in priority; only after addressing safety and security. This is evident as there are existing state and county offices in the immediate area as the Stockton California Department of Motor Vehicles located at 55 South Lincoln Street and San Joaquin County WorkNet is located at 56 South Lincoln Street. Moreover, Commercial, Downtown (CD) zoning designations which identify governmental facilities as an appropriate use are also established in the immediate area.

Today, government functions are the most visible and successful elements in Downtown Stockton and a prerequisite in the Downtown's continued success will be the ability to retain and attract new government office uses. In furtherance of spawning a distinct and vital Government Center as identified in the Downtown Strategic Action Plan, this site naturally serves for the construction of possible City facilities or government offices which will be a new government office use.

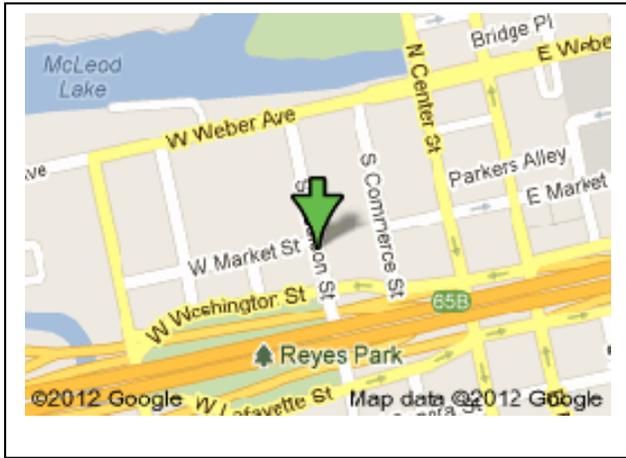
Property Disposition

The Agency recommends the property be transferred to the City and retained for governmental purpose pursuant to HSC Section 34181

PROPERTY INVENTORY INFORMATION**Site No. 1 - continued**

214, 220, 226, 240 & 248 MARKET; 103, 115, 119, 125 MADISON; 124 & 126 MONROE
Stockton, CA 95202

APN(s): 137-330-08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18 & 19

**Summary**

This site contains multiple vacant lots between Monroe Street and Madison Street just north of Crosstown Freeway ranging in size from 2,000 square feet to 7,500 square feet.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, Downtown
- Existing Use: Vacant Lot/Land
- Lot Size: 1.28 acres
- Acquisition Date: 1981-1983
- Estimated Acquisition Value: \$187,448
- Acquisition Purpose: Public use and necessity

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market Estimated Site Value: Provided on page 7

Revenue Generated by Property: This property is currently vacant and does not generate revenue.

Conversely, the site incurs an annual assessment in the amount of \$1,360 assessed by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As part of the effort to redevelop the waterfront area, the City hired several consultants over the last decades to investigate the condition of waterfront area properties. On August 21, 2000, the Stockton Waterfront Brownfields Project Environmental Master Plan was prepared by Black & Veatch to provide prospective developers and lenders, and the general public with a summary of information available in numerous environmental documents regarding Stockton Waterfront Brownfields properties.

According to this plan, which refers to this property as Areas 5 and 6, from at least 1895 to the present, Areas 5 and 6 have been occupied by either residential dwellings, a school, shops, or vacant land. No industrial land use, underground storage tanks, or other environmental concerns were identified on the subject properties. No underground storage tanks, potential underground storage tanks, or underground storage tank remains were identified at Areas 5 or 6 during a ground penetrating radar

survey. No offsite environmental concerns were identified for Areas 5 and 6. No further action is recommended at Areas 5 or 6.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides services that connect the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

Development Plans and Activity

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District.

The Downtown Stockton Strategic Action Plan dated October 2001 also identifies this area as the South Shore. This plan directs the use of this particular property as office and financial. In fact, there is a project identified as the Washington Street Office Project in the existing plan. Although this project was not completed the property remains viable for such development including a governmental use since this site is zoned Commercial, Downtown (CD) which identifies governmental facilities as an appropriate use on the site.

A primary goal of the Downtown Stockton Strategic Action Plan is the importance of creating additional government office in downtown. The goal of increasing and strengthening the presence of government functions within the downtown is paramount as it is ranked second in priority; only after addressing safety and security. This is evident as there are existing state and county offices in the immediate area as the Stockton California Department of Motor Vehicles located at 55 South Lincoln Street and San Joaquin County Work Net is located at 56 South Lincoln Street. Moreover, as previously stated, Commercial, Downtown (CD) zoning designations which identify governmental facilities as an appropriate use are also established in the immediate area. Additionally, when the Agency purchased a portion of this site from the Stockton Unified School District, the property was acquired for a public use and necessity.

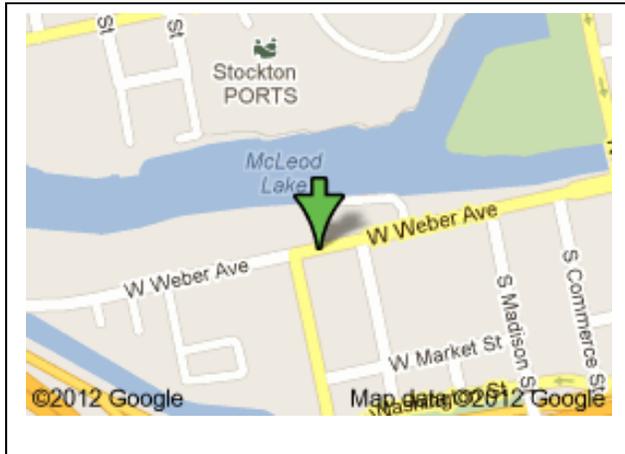
Today, government functions are the most visible and successful elements in Downtown Stockton and a prerequisite in the Downtown's continued success will be the ability to retain and attract new government office uses. In furtherance of spawning a distinct and vital Government Center as identified in the Downtown Strategic Action Plan, this site naturally serves for the construction of possible City facilities or government offices which will be a new government office use.

Property Disposition

The Agency recommends the property be transferred to the City and retained for governmental purpose pursuant to HSC Section 34181.

PROPERTY INVENTORY INFORMATION**Site No. 2**

448 W WEBER AVENUE
 Stockton, CA 95203
 APN(s): 137-260-05,07,26,31,32 &33

**Summary**

This site contains the Children's Museum which is operated by Children's Museum of Stockton, a nonprofit organization, through an agreement with the City of Stockton. The Museum came as a result of the tragic 1989 Cleveland School shootings in which five (5) children were killed and thirty (30) others were wounded, including a teacher, by a gunman firing an assault weapon. The wounded teacher was the Founding Director of the Museum and through support from the private and public sectors, the Museum was established.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Industrial, General
- Existing Use: Children's Museum
- Lot Size: 2.37 acres
- Acquisition Date: 1981-1992
- Estimated Acquisition Value: \$202,052
- Acquisition Purpose: Educational and cultural public use

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: Undetermined

Revenue Generated by Property: This property does not generate revenue as it is subsidized by the City and incurs an annual assessment in the amount of \$949 by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As a part of the environmental contamination at 504 Weber Avenue, identified as Area 2A in the Stockton Waterfront Brownfields Project Environmental Master Plan prepared by Black & Veatch on August 21, 2000, this site contains groundwater monitoring wells since it is considered to be in the surrounding area of Area 2A.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides services that connect the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Development Plans and Activity

The Implementation Plan for the Stockton Redevelopment Project Areas – Stockton Redevelopment Agency (December 1994) identified this site as being in the West End Project Area. The Project Area contained approximately 642 acres and included the City's historic downtown commercial area and public and private marinas along the Stockton Channel.

The West End Project Area was originally established in the Official Redevelopment Plan for West End Urban Renewal Project No. 1 (the "West End Plan"), adopted on October 9, 1961 with territory added by amendments in 1974, 1980, and 1991.

The major Agency goals and objectives for the West End Project Area for the Implementation Plan included the promotion and creation of an attractive and animated "Downtown/Waterfront" area which would serve as a destination for greater Stockton and which would have a diverse set of employment, recreational, cultural, civic, retail, visitor, and residential uses that mutually support each other.

In fact, in an effort to implement these goals the Agency sponsored a business retention and attraction program. The purpose of the business retention and attraction program was to assist the commercial revitalization of the existing retail and commercial areas within the West End Project Area, while at the same time provide significant incentives for existing business to remain and new businesses to locate within the project area. In keeping with the goals and objectives for the West End Project Area, the Agency efforts were directed toward the promotion and marketing of Agency-owned property in the South Shore, as well as preparation of development strategies for the Children's Museum.

The Agency committed funds directed to projects for marketing strategies to encourage business retention that included lease and rehabilitation of an existing warehouse building of the Children's Museum in the old waterfront area; and development of a childcare facility near the Children's Museum.

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District.

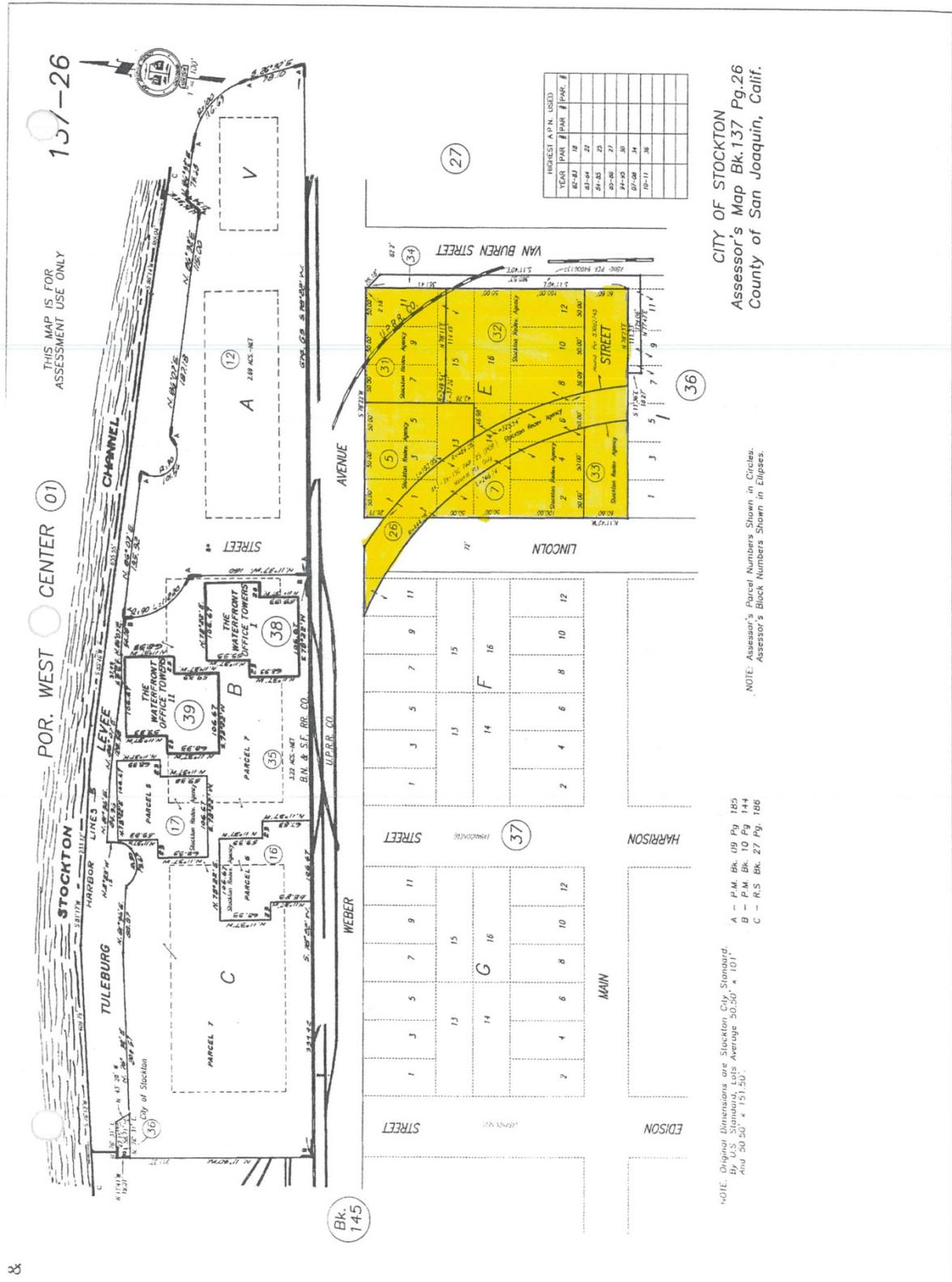
The South Shore of the Waterfront is envisioned to be appropriate for a mix of retail and entertainment uses along the Stockton Channel with an emphasis on cultural and educational uses adjoining the Children's Museum.

The Children's Museum of Stockton Board of Directors is a non-profit group that started the museum in 1989 as a result of the 1989 Cleveland School massacre. In 2002, the Board approached the City to manage the day-to-day operations as a part of the Community Services Department which it did until 2010. In 2010, the City entered into an operation agreement with the Board for the operation of the Children's Museum.

The Children's Museum is subsidized by the City of Stockton in that they pay a one dollar per year lease rate to the City in order to operate a museum that serves as an educational and cultural resource with over 40 exhibits. The City's intent is that the Children's Museum continues to be used to serve the families and schools in the community. The programs and educational exhibits offered at the Museum have served as a governmental public use since 1994 to great success with considerable City investment, which is why it is important that it remains available for the residents of the City of Stockton.

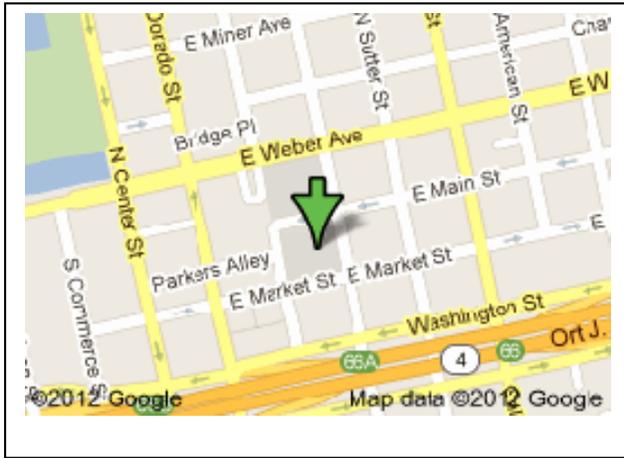
Property Disposition

The Agency recommends the property be transferred to the City and retained for governmental purpose pursuant to HSC Section 34181.



PROPERTY INVENTORY INFORMATION**Site No. 3**

242 E. MAIN STREET
 Stockton, CA 95202
 APN(s): 149-140-27

**Summary**

This site contains the Bob Hope Theatre (previously Fox Theatre) which is presently in use by the City and under contract with SMG. City funds, grant funding, and pledged donations were obtained by the Agency to purchase and renovate the facility.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, Downtown
- Existing Use: Theater
- Lot Size: .53 acres land
43,400 square feet
- Acquisition Date: 8/15/2000
- Estimated Acquisition Value: \$381,000
- Acquisition Purpose: Public use

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: Undetermined

Revenue Generated by Property: This property does not generate revenue as it is subsidized by the City and incurs an annual assessment in the amount of \$3,782 by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Development Plans and Activity

The Implementation Plan for the Stockton Redevelopment Project Areas – Stockton Redevelopment Agency (December 1994) identified this site as being in the West End Project Area. The Project Area contained approximately 642 acres and included the City's historic downtown commercial area and public and private marinas along the Stockton Channel.

The West End Project Area was originally established in the Official Redevelopment Plan for West End Urban Renewal Project No. 1 (the "West End Plan"), adopted on October 9, 1961 with territory added by amendments in 1974, 1980, and 1991.

The major Agency goals and objectives for the West End Project Area for the Implementation Plan included the promotion and creation of an attractive and animated "Downtown/Waterfront" area which would serve as a destination for greater Stockton and which would have a diverse set of employment, recreational, cultural, civic, retail, visitor, and residential uses that mutually support each other.

In fact, in an effort to implement these goals the Agency sponsored a business retention and attraction program. The purpose of the business retention and attraction program was to assist the commercial revitalization of the existing retail and commercial areas within the West End Project Area, while at the same time providing significant incentives for existing business to remain and new businesses to locate within the project area. In keeping with the goals and objectives for the West End Project Area, the Agency efforts were directed toward the promotion and marketing of the Fox Theater. The Agency committed funds directed to projects for marketing strategies to encourage business retention that included the lease and development of a theater at the historic Fox Theater.

The Bob Hope Theater (previously Fox Theater) was built by Fox West Coast Theaters in 1930. The Fox was the largest vaudeville house in California, with 2,170 seats. In 1973, the theater closed its doors due to decline in business. In 1979, efforts were made to save the historic structure and the Fox Theatre was placed on the National Register of Historical Places. Today, it is one of only two movie palaces left in the Central Valley. In 1991, the Agency included the Fox as part of an effort to revitalize the downtown area and other parts of the city. In the late 1990s, the City began a large scale renovation of the Fox. After closing for renovations in 2002, the Fox was reopened in September 2004 as the Bob Hope Theatre. The theater is used for live performances, cinema, private parties, and other special events and is currently managed for the City by SMG through a management agreement.

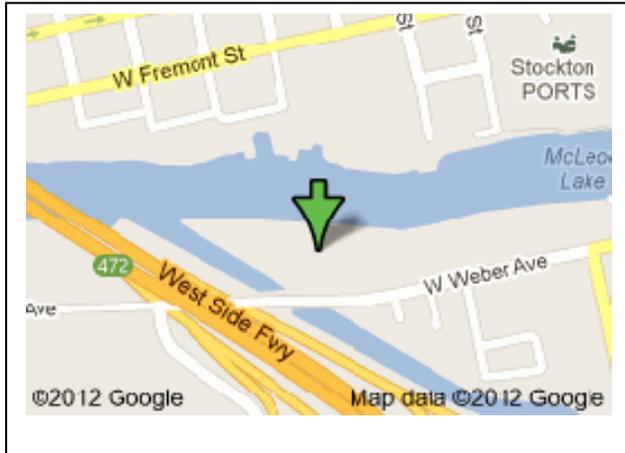
According to an independent auditor's report prepared for the City by Bowman & Company, LLP, on September 16, 2014, operational costs at the Bob Hope Theater have been heavily subsidized for several years in an amount in excess of approximately \$400,000. Additionally, in 2000 and 2002, the City made two substantial loans totaling over \$4,000,000 to the Agency for acquisition and construction costs associated with the renovation of the theater. The City has made a substantial investment in the construction of the Bob Hope Theater in an effort to create an attractive and animated Downtown as identified in the previously referenced plan. The theater has served as a public use for several years as it serves as a destination for greater Stockton and provides employment, recreational, cultural, civic, retail, and visitor uses.

Property Disposition

The Agency recommends the property be transferred to the City and retained for governmental purpose pursuant to HSC Section 34181.

PROPERTY INVENTORY INFORMATION**Site No. 4**

833 W. WEBER AVENUE
 Stockton, CA 95203
 APN(s): 145-190-03, 145-270-06, 09 &10

**Summary**

This site contains four vacant contiguous parcels known located on Weber Avenue and the deep water channel, East of Interstate 5.

Parcel Data

- General Plan Designation:
 - 145-270-06, 09 & 10: Commercial
 - 145-190-03: Parks/Rec.
- Acquisition Date: 1980-1984
- Zoning: Industrial, General
- Estimated Acquisition Value: \$4,260,000
- Existing Use: Vacant Lot/Land
- Acquisition Purpose : Mixed use development
- Lot Size: 03 – 1.97, 06 – 3.73, 09 – 3.08, 10 - .29 acres

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$1,185,268

Revenue Generated by Property: This property is currently vacant and does not generate revenue. Conversely, the site incurs an annual assessment in the amount of \$9,122 assessed by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As part of the effort to redevelop the waterfront area, the City hired several consultants over the last decades to investigate the condition of waterfront area properties. On August 21, 2000, the Stockton Waterfront Brownfields Project Environmental Master Plan was prepared by Black & Veatch to provide prospective developers and lenders, and the general public with a summary of information available in numerous environmental documents regarding Stockton Waterfront Brownfields properties.

According to this plan, which refers to this property as Area 1, the site was occupied primarily by warehouses used for grain, fertilizer, and produce storage from at least 1895 to sometime after 1979 when the structures were demolished and removed. No visible evidence of contamination or other potential environmental concerns were observed at this property during site visits conducted in 1993 and 1997. In 1994, an environmental study was performed with no further action recommended.

However, as a part of the environmental contamination at 504 Weber Avenue, identified as Area 2A in the Stockton Waterfront Brownfields Project Environmental Master Plan prepared by Black & Veatch on August 21, 2000, this site contains groundwater monitoring wells since it is considered to be in the surrounding area of Area 2A.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

Development Plans and Activity

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District. The South Shore of the Waterfront is envisioned to be appropriate for a mix of retail and entertainment uses along the Stockton Channel.

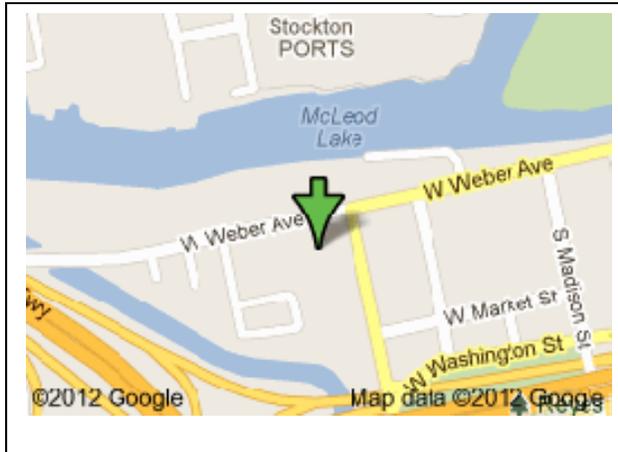
The Downtown Stockton Strategic Action Plan dated October 2001 also identifies this area as the South Shore. This plan directs the use of this particular property as a future development site consisting of a mixed use waterfront development. Although a project was not completed the property remains viable for such development especially since the City has a vested interest in ensuring the Marina remains a viable enterprise and major contributor to the overall success of the Downtown Waterfront and subsequent new development.

Property Disposition

The Agency recommends the property be transferred to the City and retained for future development pursuant to HSC Section 34191.5 (c)(2)(A).

PROPERTY INVENTORY INFORMATION**Site No. 5**

504 W WEBER AVENUE
 Stockton, CA 95202
 APN(s): 137-370-03

**Summary**

This site contains a vacant parcel fronting Weber Avenue and Lincoln Street with a history of contamination mediation.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, Downtown
- Existing Use: Vacant Lot/Land
- Lot Size: 2.86 acres
- Acquisition Date: 6/20/1980
- Estimated Acquisition Value: Unknown
- Acquisition Purpose: Mixed use development

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$746,963

Revenue Generated by Property: This property is currently vacant and does not generate revenue. Conversely, the site incurs an annual assessment in the amount of \$2,865 assessed by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As part of the effort to redevelop the waterfront area, the City hired several consultants over the last decades to investigate the condition of waterfront area properties. On August 21, 2000, the Stockton Waterfront Brownfields Project Environmental Master Plan was prepared by Black & Veatch to provide prospective developers and lenders, and the general public with a summary of information available in numerous environmental documents regarding Stockton Waterfront Brownfields properties.

According to this plan, which refers to this property as Area 2A, there are potential environmental concerns based on previous land use involving bulk storage of petroleum hydrocarbons and/or possible hazardous substances. The most recent study performed at this site (L&M Petroleum) showed that soil on site had concentrations of total petroleum hydrocarbons as gasoline and diesel. Immediately offsite

in Weber Avenue, the soil also had concentrations of total petroleum hydrocarbons as gasoline and diesel. Based on available information, the vertical and lateral extent of petroleum hydrocarbon-impacted soil and groundwater at the property has not been adequately characterized. Additional soil and groundwater sampling should be performed to the north, west and south of the site to further assess vertical and lateral extent of petroleum hydrocarbon-impacted soil and groundwater beneath the property.

The Union Oil Company site has not been adequately characterized specifically along the western property boundary. A test pit opened in the general area of the western property boundary exhibited a strong hydrocarbon odor from approximately 2 to 10 feet below ground surface. Also, several fuel-related volatile organic compounds were detected at a well along the western property boundary. Additional soil and groundwater sampling should be performed to further assess the vertical and lateral extent of petroleum hydrocarbon impacted soil and groundwater beneath the property.

Because the maximum depth sampled in most soil borings at the former Morton Paint Company property was only 6.5 feet below ground surface (bgs), the presence of petroleum hydrocarbon-impacted soil beneath the former underground storage tanks has not been adequately characterized. Also, the lateral extent of hydrocarbon-impacted ground water east and south of monitoring well MW-6 has not been assessed. With the exception of total petroleum hydrocarbons as motor oil, significant concentrations of petroleum fuel hydrocarbons were not detected in soil collected at this site. Two test pits were opened in the area of the geophysical anomalies found on the property during a previous geophysical survey. While debris and utility lines were uncovered, there was no evidence of underground storage tanks. Additional soil and groundwater sampling is recommended in these areas to fully characterize this property.

Currently, Stantec Consulting Services, Inc. provides remedial summary and groundwater monitoring reports for this site. According to the Stockton Waterfront Brownfields Project Environmental Master Plan, the cost range for remediation and investigation for this site ranges from \$500,000-\$2,200,000, or more.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

Development Plans and Activity

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District. The South Shore of the Waterfront is envisioned to be appropriate for a mix of retail and entertainment uses along the Stockton Channel.

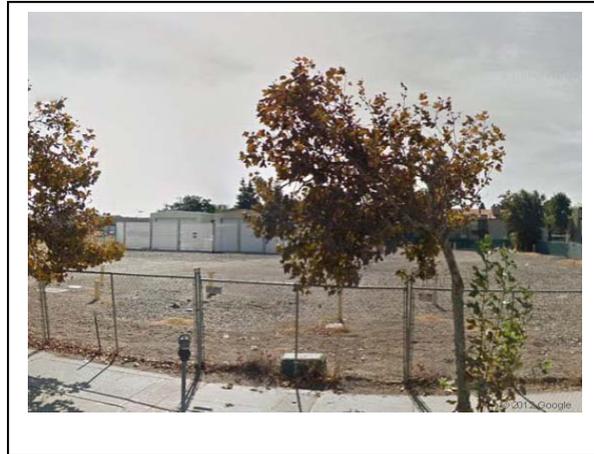
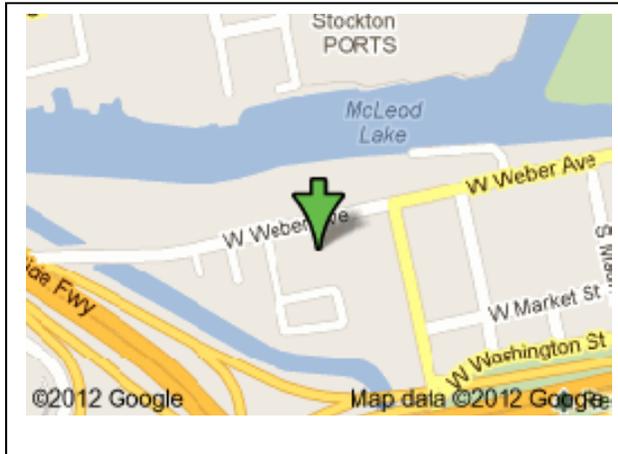
The Downtown Stockton Strategic Action Plan dated October 2001 also identifies this area as the South Shore. This plan directs the use of this particular property as a future development site consisting of a mixed use waterfront development. Although a project was not completed, the property remains viable for such development especially since the City has a vested interest in ensuring the Marina remains a viable enterprise and major contributor to the overall success of the Downtown Waterfront and subsequent new development.

Property Disposition

The Agency recommends the property be transferred to the City and retained for future development pursuant to HSC Section 34191.5 (c)(2)(A).

PROPERTY INVENTORY INFORMATION**Site No. 5 - continued**

666 W. WEBER AVENUE
 Stockton, CA 95202
 APN(s): 137-370-02

**Summary**

This site contains a vacant parcel fronting Weber Avenue west of Lincoln Street.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, Downtown
- Existing Use: Vacant Lot/Land
- Lot Size: .88 acres
- Acquisition Date: 6/14/1990
- Estimated Acquisition Value: Unknown
- Acquisition Purpose: Mixed use development

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: Provided on page 26

Revenue Generated by Property: This property is currently vacant and does not generate revenue. Conversely, the site incurs an annual assessment in the amount of \$881 assessed by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As part of the effort to redevelop the waterfront area, the City hired several consultants over the last decades to investigate the condition of waterfront area properties. On August 21, 2000, the Stockton Waterfront Brownfields Project Environmental Master Plan was prepared by Black & Veatch to provide prospective developers and lenders, and the general public with a summary of information available in numerous environmental documents regarding Stockton Waterfront Brownfields properties.

According to this plan which refers to this property as Area 2A, there are potential environmental concerns based on previous land use involving bulk storage of petroleum hydrocarbons and/or possible hazardous substances. The most recent study performed at this site (L&M Petroleum) showed that soil on site had concentrations of total petroleum hydrocarbons as gasoline and diesel. Immediately offsite in Weber Avenue, the soil also had concentrations of total petroleum hydrocarbons as gasoline and

diesel. Based on available information, the vertical and lateral extent of petroleum hydrocarbon-impacted soil and groundwater at the property has not been adequately characterized. Additional soil and groundwater sampling should be performed to the north, west and south of the site to further assess vertical and lateral extent of petroleum hydrocarbon-impacted soil and groundwater beneath the property. The Union Oil Company site has not been adequately characterized specifically along the western property boundary. A test pit opened in the general area of the western property boundary exhibited a strong hydrocarbon odor from approximately 2 to 10 feet below ground surface. Also, several fuel-related volatile organic compounds were detected at a well along the western property boundary. Additional soil and groundwater sampling should be performed to further assess the vertical and lateral extent of petroleum hydrocarbon impacted soil and groundwater beneath the property.

Because the maximum depth sampled in most soil borings at the former Morton Paint Company property was only 6.5 feet below ground surface (bgs), the presence of petroleum hydrocarbon-impacted soil beneath the former underground storage tanks has not been adequately characterized. Also, the lateral extent of hydrocarbon-impacted ground water east and south of monitoring well MW-6 has not been assessed. With the exception of total petroleum hydrocarbons as motor oil, significant concentrations of petroleum fuel hydrocarbons were not detected in soil collected at this site. Two test pits were opened in the area of the geophysical anomalies found on the property during a previous geophysical survey. While debris and utility lines were uncovered, there was no evidence of underground storage tanks. Additional soil and groundwater sampling is recommended in these areas to fully characterize this property.

Currently, Stantec Consulting Services, Inc. provides remedial summary and groundwater monitoring reports for this site. According to the Stockton Waterfront Brownfields Project Environmental Master Plan, the cost range for remediation and investigation for this site ranges from \$500,000-\$2,200,000, or more.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

Development Plans and Activity

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District. The South Shore of the Waterfront is envisioned to be appropriate for a mix of retail and entertainment uses along the Stockton Channel.

The Downtown Stockton Strategic Action Plan dated October 2001 also identifies this area as the South Shore. This plan directs the use of this particular property as a future development site consisting of a mixed use waterfront development.

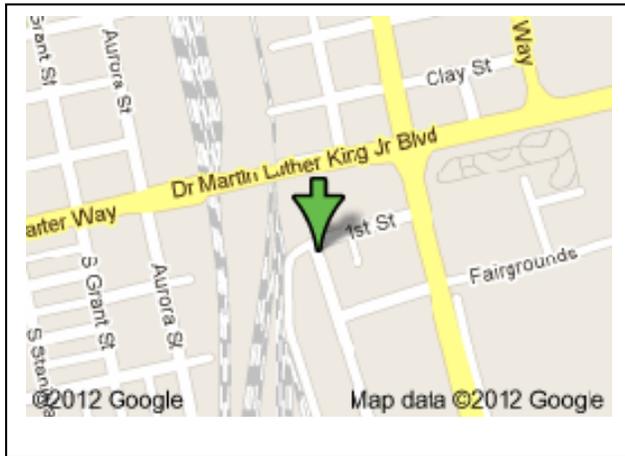
Although a project was not completed, the property remains viable for such development especially since the City has a vested interest in ensuring the Marina remains a viable enterprise and major contributor to the overall success of the Downtown Waterfront and subsequent new development.

Property Disposition

The Agency recommends the property be transferred to the City and retained for future development pursuant to HSC Section 34191.5 (c)(2)(A).

PROPERTY INVENTORY INFORMATION**Site No. 6**

1516 S. UNION STREET
 Stockton, CA 95206
 APN(s): 169-030-13

**Summary**

This site contains a lot at the corner of Second Street and Union Street.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, General
- Existing Use: Vacant Lot/Land
- Lot Size: .68 acres
- Acquisition Date: 1/17/2008
- Estimated Acquisition Value: \$225,000
- Acquisition Purpose : Land Assembly

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$719,413

Revenue Generated by Property: This property is currently vacant and does not generate revenue.

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development.

Development Plans and Activity

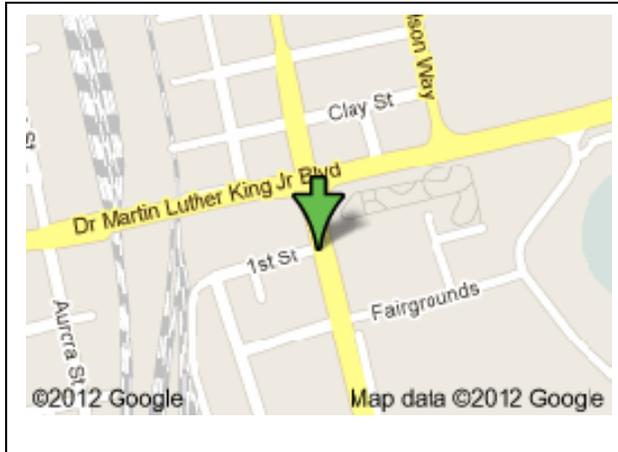
In 2002, The Redevelopment Agency created the South Stockton Redevelopment area, which includes the Airport Corridor. The Airport Corridor is an area that was intended to benefit from citywide and local revitalization. It is the gateway leading to a successful industrial area and the Stockton Metropolitan Airport. Some improvements have been made as a part of these revitalization efforts including the Airport Way Corridor Project which included a streetscape beautification project focused on improving the aesthetics, and pedestrian-friendliness of the area. Also completed was the realignment of Airport Way and Second Street with traffic signals, intersection improvements, and extension of Second Street between Airport Way and Union Street. These improvements are a component of the strategic plan which also includes the development of this site. To continue efforts of revitalizing City involvement is necessary for the future commercial development of Airport Way and on this site.

Property Disposition

The Agency recommends the property be transferred to the City and retained for future development pursuant to HSC Section 34191.5 (c)(2)(A).

PROPERTY INVENTORY INFORMATION**Site No. 6 - continued**

1501 S. AIRPORT WAY
 Stockton, CA 95206
 APN(s): 169-020-11

**Summary**

This site contains a vacant lot located between First Street and Second Street fronting Airport Way.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, General
- Existing Use: Vacant Lot/Land
- Lot Size: 2.53 acres
- Acquisition Date: 3/11/2003
- Estimated Acquisition Value: \$290,000
- Acquisition Purpose: Land Assembly

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market Estimated Site Value: Provided on page 34
 Revenue Generated by Property: This property is currently vacant and does not generate revenue.
 Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station located approximately three miles from the site.

The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station and is located approximately two miles from the site in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development.

Development Plans and Activity

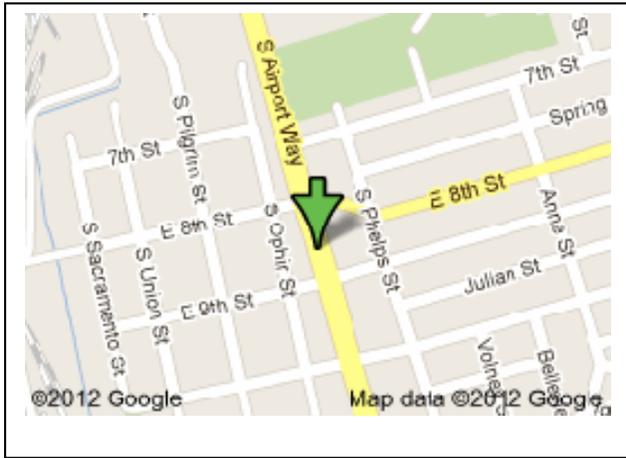
In 2002, The Redevelopment Agency created the South Stockton Redevelopment area, which includes the Airport Corridor. The Airport Corridor is an area that was intended to benefit from citywide and local revitalization. It is the gateway leading to a successful industrial area and the Stockton Metropolitan Airport. Some improvements have been made as a part of these revitalization efforts including the Airport Way Corridor Project which included a streetscape beautification project focused on improving the aesthetics, and pedestrian-friendliness of the area. Also completed was the realignment of Airport Way and Second Street with traffic signals, intersection improvements, and extension of Second Street between Airport Way and Union Street. These improvements are a component of the strategic plan which also includes the development of this site. To continue efforts of revitalizing City involvement is necessary for the future commercial development of Airport Way and on this site.

Property Disposition

The Agency recommends the property be transferred to the City and retained for future development pursuant to HSC Section 34191.5 (c)(2)(A).

PROPERTY INVENTORY INFORMATION**Site No. 7**

2222 & 2244 S. AIRPORT WAY
 Stockton, CA 95206
 APN(s): 169-163-01 & 169-151-01

**Summary**

This site contains a vacant lot and is located at the corner of Eighth Street and Airport Way and at the time of purchase included an option to purchase a third parcel. The property was originally purchased with a building, which has since been demolished for blight removal purposes.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, General
- Existing Use: Vacant Lot/Land
- Lot Size: 169-163-01 - .71 acres;
169-151-01 - .89 acre
- Acquisition Date: 12/29/08
- Estimated Acquisition Value: \$1,900,000 plus \$100,000 for option purchase of a third parcel.
- Acquisition Purpose: Blight removal; demolition

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$360,827

Revenue Generated by Property: This property is currently vacant and does not generate revenue.

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station located approximately three miles from the site.

The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station and is located approximately two miles from the site in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

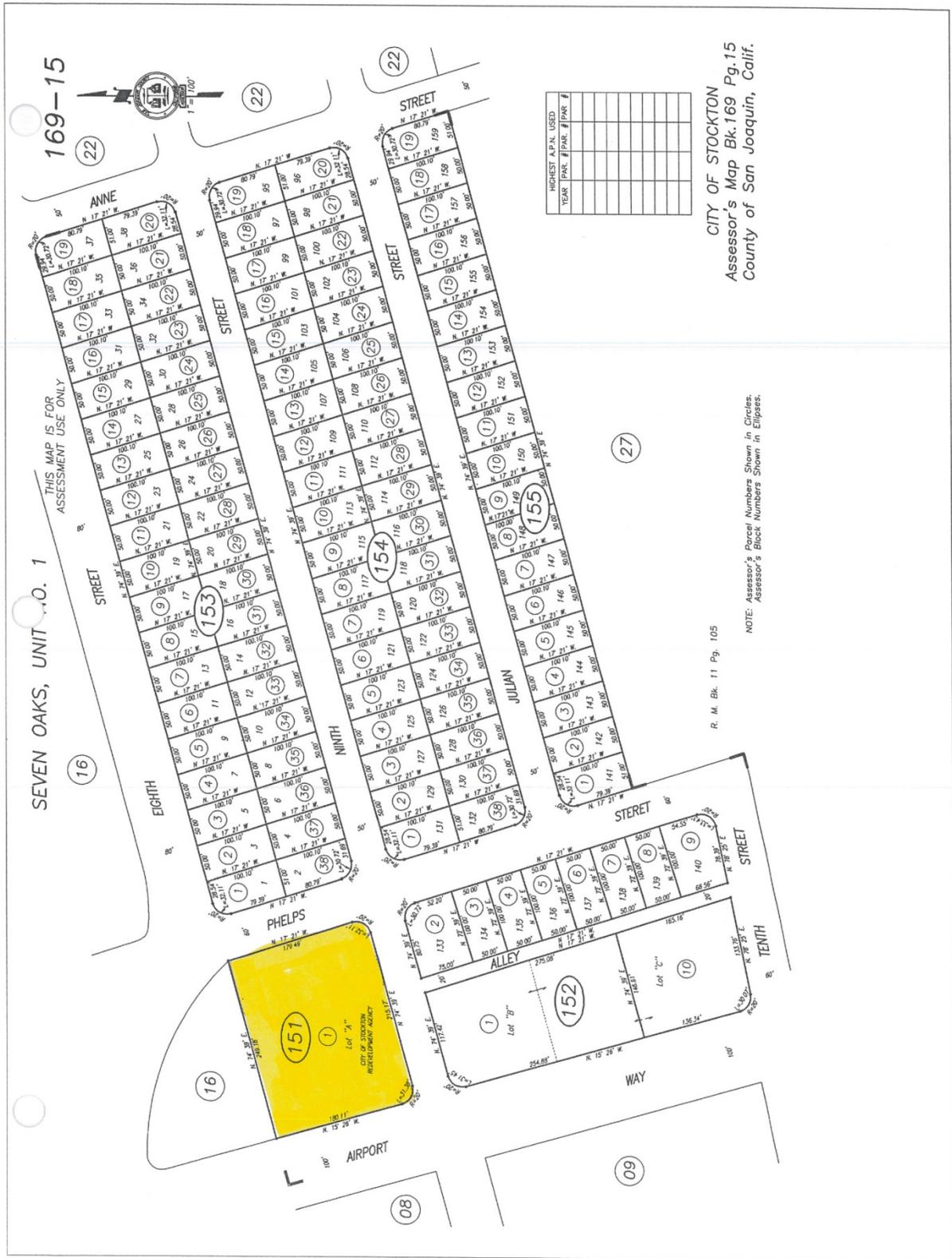
Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development.

Development Plans and Activity

In 2002, The Redevelopment Agency created the South Stockton Redevelopment area, which includes the Airport Corridor. The Airport Corridor is an area that was intended to benefit from citywide and local revitalization. It is the gateway leading to a successful industrial area and the Stockton Metropolitan Airport. Some improvements have been made as a part of these revitalization efforts including the Airport Way Corridor Project which included a streetscape beautification project focused on improving the aesthetics, and pedestrian-friendliness of the area. Also completed was the realignment of Airport Way and Second Street with traffic signals, intersection improvements, and extension of Second Street between Airport Way and Union Street. These improvements are a component of the strategic plan which also includes the development of this site. To continue efforts of revitalizing City involvement is necessary for the future commercial development of Airport Way and on this site.

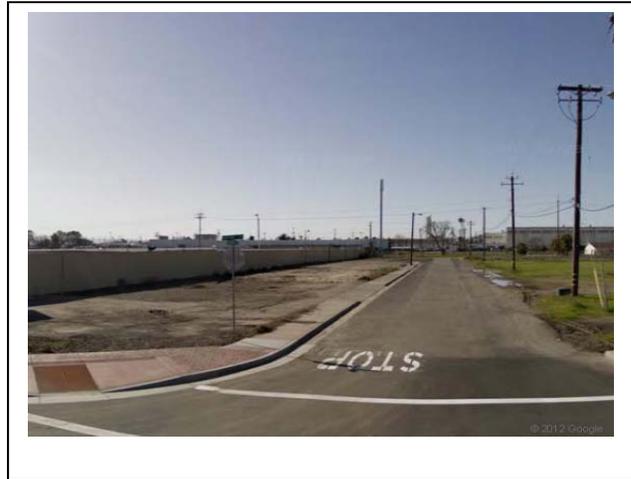
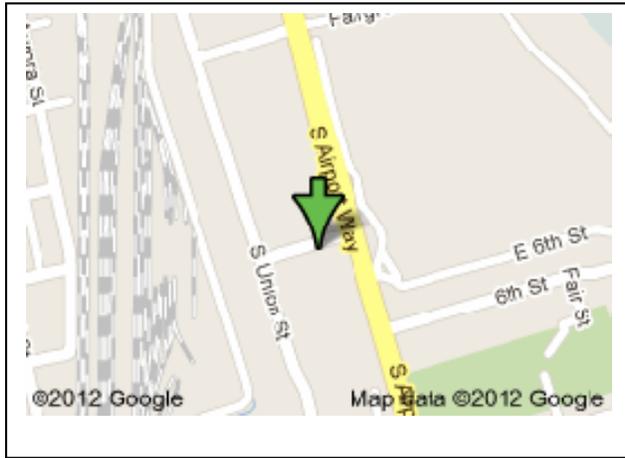
Property Disposition

The Agency recommends the property be transferred to the City and retained for future development pursuant to HSC Section 34191.5 (c)(2)(A).



PROPERTY INVENTORY INFORMATION**Site No. 8**

1805 & 1814 S. AIRPORT WAY
 Stockton, CA 95206
 APN(s): 169-020-02 & 169-040-09

**Summary**

This site contains parcels located at the corner of South Airport Way and Folsom Street with a communications site lease agreement.

Parcel Data

- General Plan Designation: 02 – Heavy Industrial; 09 - Commercial
- Zoning: Commercial, General
- Existing Use: Vacant Lot/Land
- Lot Size: 02 - .33, 09 - .17 acres
- Acquisition Date: 10/25/07
- Estimated Acquisition Value: \$350,000
- Acquisition Purpose: Land Assembly

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$95,815

Revenue Generated by Property: This property contains a communications site lease agreement scheduled to expire on September 30, 2017. Rent payable under the terms of the lease is four hundred and sixty dollars (\$460.00) per month, subject to adjustments as provided in the agreement.

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site.

Greyhound Bus Lines also has a station located approximately three miles from the site. The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station and is located approximately two miles from the site in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development.

Development Plans and Activity

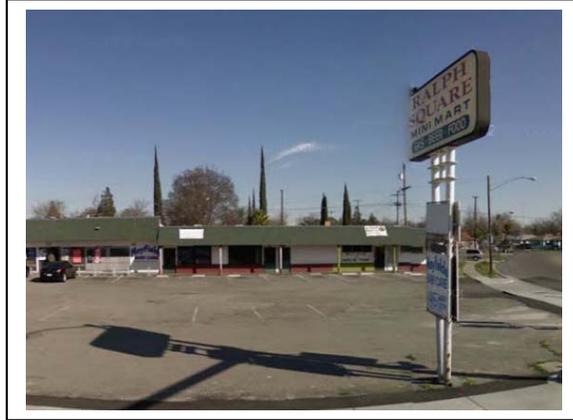
In 2002, The Redevelopment Agency created the South Stockton Redevelopment area, which includes the Airport Corridor. The Airport Corridor is an area that was intended to benefit from citywide and local revitalization. It is the gateway leading to a successful industrial area and the Stockton Metropolitan Airport. Some improvements have been made as a part of these revitalization efforts including the Airport Way Corridor Project which included a streetscape beautification project focused on improving the aesthetics, and pedestrian-friendliness of the area. Also completed was the realignment of Airport Way and Second Street with traffic signals, intersection improvements, and extension of Second Street between Airport Way and Union Street.

Property Disposition

The Agency recommends the property be sold.

PROPERTY INVENTORY INFORMATION**Site No. 9**

2110 S. AIRPORT WAY
 Stockton, CA 95206
 APN(s): 169-162-01

**Summary**

This site contains a property that is not owned by the Redevelopment Agency. The Agency interest on the site is an option to purchase the property. The site currently consists of a mini market; however, in previous years it was a gas station. Should the option become available, the price to purchase is \$750,000. The option term expires July 1, 2018.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, General
- Existing Use: Commercial, Office
- Lot Size: .97 acres
- Acquisition Date: Option purchased 12/29/08
- Estimated Acquisition Value: Option-\$100,000
- Acquisition Purpose: Land Assembly

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$180,574

Revenue Generated by Property: N/A

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site. However, given the previous use as a gas station some contamination on the site is possible.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station located approximately three miles from the site. The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station and is located approximately two miles from the site in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development.

Development Plans and Activity

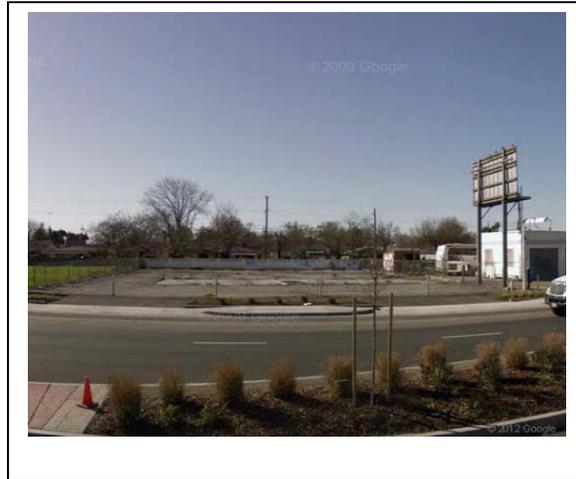
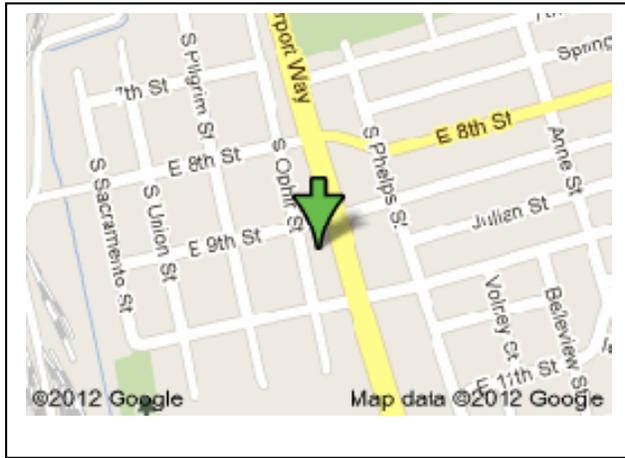
In 2002, The Redevelopment Agency created the South Stockton Redevelopment area, which includes the Airport Corridor. The Airport Corridor is an area that was intended to benefit from citywide and local revitalization. It is the gateway leading to a successful industrial area and the Stockton Metropolitan Airport. Some improvements have been made as a part of these revitalization efforts including the Airport Way Corridor Project which included a streetscape beautification project focused on improving the aesthetics, and pedestrian-friendliness of the area. Also completed was the realignment of Airport Way and Second Street with traffic signals, intersection improvements, and extension of Second Street between Airport Way and Union Street.

Property Disposition

The Agency recommends the option be sold or allowed to expire.

PROPERTY INVENTORY INFORMATION**Site No. 10**

2319 & 2333 S AIRPORT WAY
 Stockton, CA 95206
 APN(s): 169-090-49 & 169-090-50

**Summary**

This site was previously a self-service car wash and contains two contiguous vacant parcels and is located on Airport Way south of East Ninth Street.

Parcel Data

- General Plan Designation: Low/Med Density Residential
- Zoning: Commercial, General
- Existing Use: Vacant Lot/Land
- Lot Size: 169-090-49 -.15, 50 -.16 acres
- Acquisition Date: 6/25/07
- Estimated Acquisition Value: \$250,000
- Acquisition Purpose : Blight removal

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$241,379

Revenue Generated by Property: This property is currently vacant and does not generate revenue.

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site. However, given the previous use as a car wash some contamination on the site is possible.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station located approximately three miles from the site.

The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station and is located approximately two miles from the site in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development.

Development Plans and Activity

In 2002, The Redevelopment Agency created the South Stockton Redevelopment area, which includes the Airport Corridor. The Airport Corridor is an area that was intended to benefit from citywide and local revitalization. It is the gateway leading to a successful industrial area and the Stockton Metropolitan Airport. Some improvements have been made as a part of these revitalization efforts including the Airport Way Corridor Project which included a streetscape beautification project focused on improving the aesthetics, and pedestrian-friendliness of the area. Also completed was the realignment of Airport Way and Second Street with traffic signals, intersection improvements, and extension of Second Street between Airport Way and Union Street.

Property Disposition

The Agency recommends the property be sold.

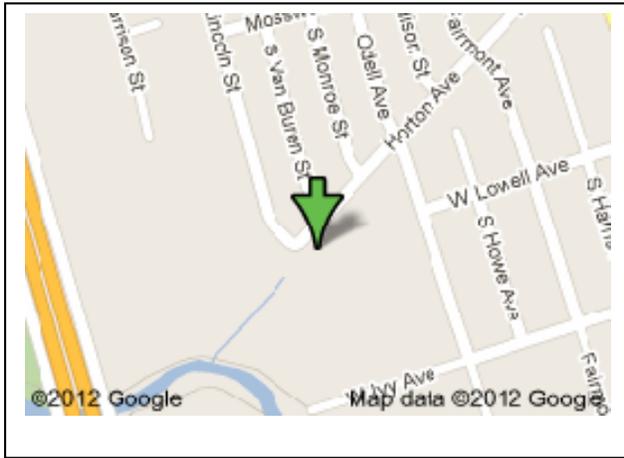


PROPERTY INVENTORY INFORMATION**Site No. 11**

UNASSIGNED ADDRESS

Stockton, CA 95206

APN(s): 175-260-34 & 175-070-08

**Summary**

This site contains two vacant parcels with varying grade separations that is located at the end of Lincoln Street and Horton Avenue. The property borders Walker Slough to the west and once served as a chemical injection site to City of Stockton Municipal Utilities Department.

Parcel Data

- General Plan Designation: Low/Med Density Residential
- Zoning: Residential, Low Density
- Existing Use: Vacant Lot/ Land
- Lot Size: 175-260-34 - .17, 175-070-08 – 2.73 acres
- Acquisition Date: 06/1982
- Estimated Acquisition Value: Unknown
- Acquisition Purpose: RDA housing project remnant

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$392,550

Revenue Generated by Property: This property is currently vacant and does not generate revenue.

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station located approximately four miles from the site.

The Altamont Commuter Express (ACE) provides service that connects the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station and is located approximately three miles from the site in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development.

Development Plans and Activity

The Implementation Plan for the Stockton Redevelopment Project Areas – Stockton Redevelopment Agency (December 1994) identifies this property being located in the McKinley Project Area which contains approximately 345 acres and is located generally in the southwestern portion of the City.

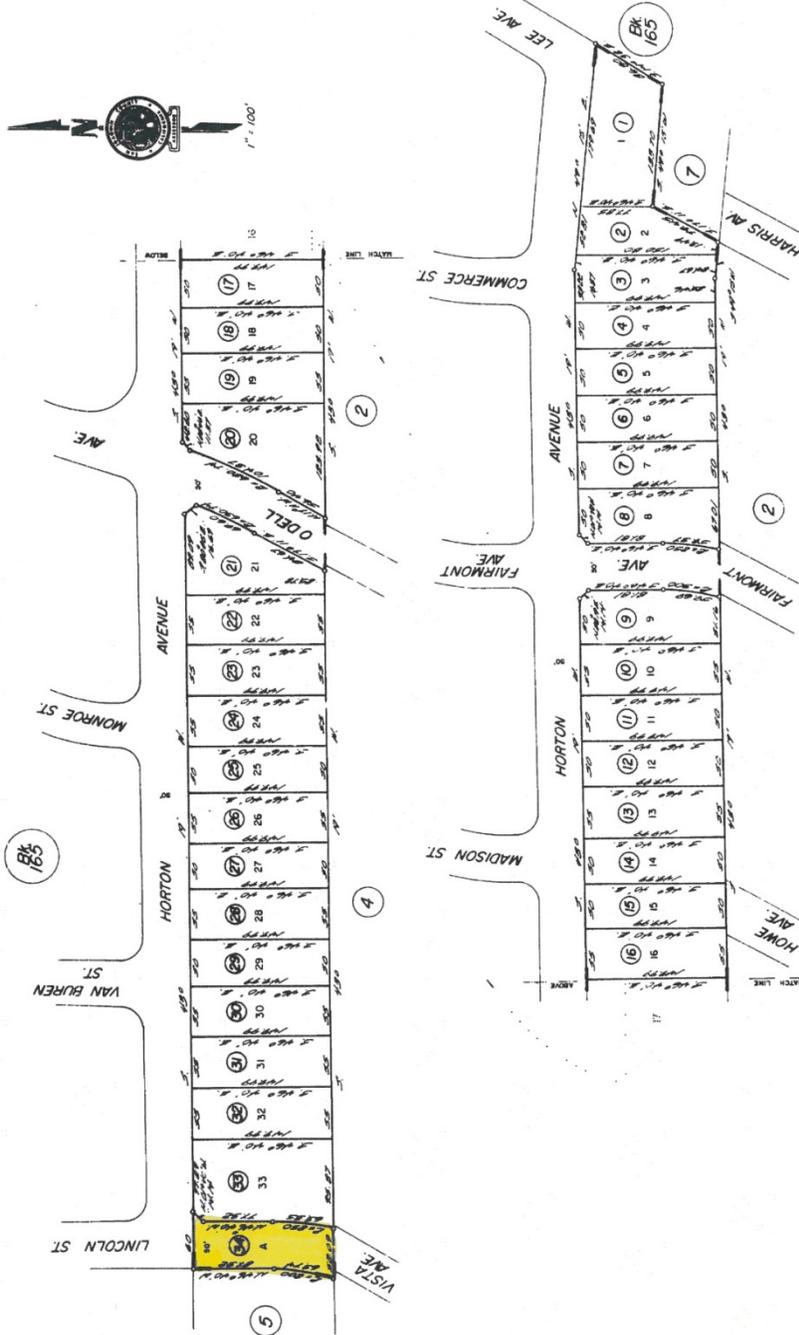
Property Disposition

The Agency recommends the property be sold.

175 - 26

THIS MAP FOR ASSESSMENT USE ONLY

HOMESTEAD ESTATES



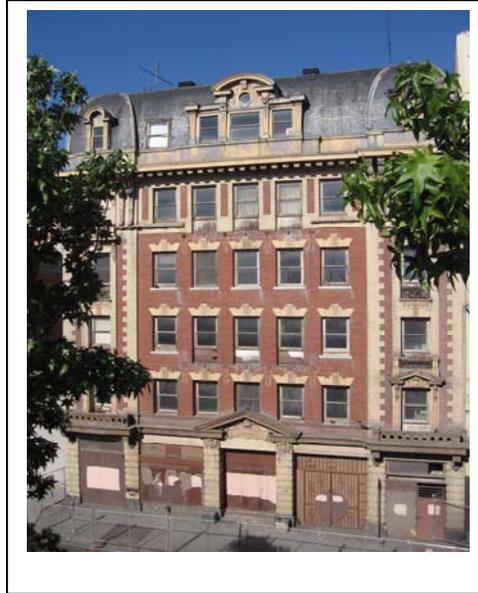
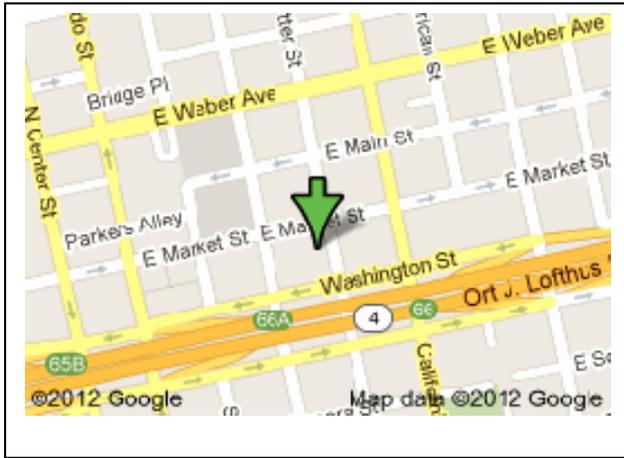
CITY OF STOCKTON
Assessor's Map Bk. 175 Pg. 26

NOTE - Assessors Parcel Numbers Shown in Circles

R. M. Bk. 27 Pg. 74

PROPERTY INVENTORY INFORMATION**Site No. 12**

119 S. SUTTER STREET
 Stockton, CA 95202
 APN(s): 149-120-10

**Summary**

This site contains the Henery Apartments which was used as a single room occupancy hotel that closed prior to 1993.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial
- Existing Use: Vacant Hotel
- Lot/Building Size: 5,700 sq. ft. lot; 9,400 sq. ft. building
- Acquisition Date: 10/11/1995
- Estimated Acquisition Value: \$300,000
- Acquisition Purpose : Blight removal

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$493,500

Revenue Generated by Property: This property does not generate revenue as it is vacant. Conversely, the site incurs an annual assessment in the amount of \$1,778 by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

The Successor Agency has no knowledge of environmental contamination on this property and has not performed any environmental studies, nor has the property been classified as a brownfield site.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides services that connect the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

Development Plans and Activity

The Implementation Plan for the Stockton Redevelopment Project Areas – Stockton Redevelopment Agency (December 1994) identified this site as being in the West End Project Area. The Project Area contained approximately 642 acres and included the City's historic downtown commercial area and public and private marinas along the Stockton Channel.

The West End Project Area was originally established in the Official Redevelopment Plan for West End Urban Renewal Project No. 1 (the "West End Plan"), adopted on October 9, 1961 with territory added by amendments in 1974, 1980, and 1991.

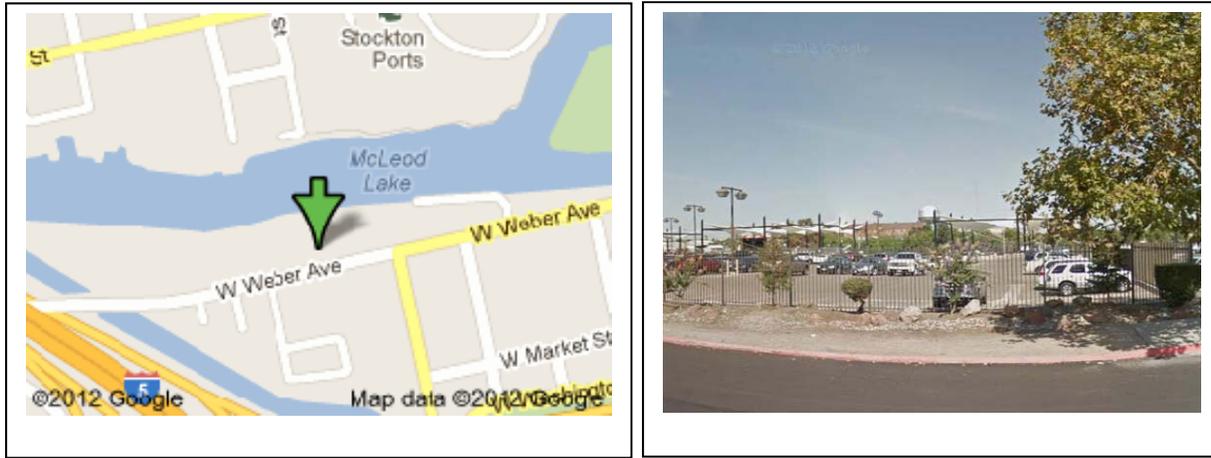
The major Agency goals and objectives for the West End Project Area for the Implementation Plan included the promotion and creation of an attractive and animated "Downtown/Waterfront" area which would serve as a destination for greater Stockton and which would have a diverse set of employment, recreational, cultural, civic, retail, visitor, and residential uses that mutually support each other. In fact, in 1994, request for proposals were solicited for the renovation and adaptive reuse of this property including securing the historic preservation certificate.

Property Disposition

The Agency recommends the property be sold.

PROPERTY INVENTORY INFORMATION**Site No. 13**

517 & 605 W. WEBER AVENUE
 Stockton, CA 95203
 APN(s): 137-260-15, 16 & 17

**Summary**

This site contains parcels that are part of a planned office tower project with a portion of the parcels representing the parking area at the Waterfront Towers Office condominiums. Parcel 137-260-15 is an undivided 50% interest with the Waterfront Office Towers Owners' Association holding the remaining undivided 50% interest.

Parcel Data

- General Plan Designation: Commercial
- Zoning: Commercial, Downtown
- Existing Use: Parking Lot
- Lot Size: 3.94 acres total; 15 – 3.24, 16 - .38, 17 - .32 acres
- Acquisition Date: 15–1/1982; 16–8/1977; 17-4/1982
- Estimated Acquisition Value: Unknown
- Acquisition Purpose: Mixed use development

Current Value and Revenue Generation

Date/Value Basis for Estimate: March 2015/Market

Estimated Site Value: \$204,488

Revenue Generated by Property: This property is currently vacant and does not generate revenue. Conversely, the site incurs an annual assessment in the amount of \$641 assessed by the Downtown Stockton Alliance.

Requirements for Revenue Use: N/A

Environmental Information

As part of the effort to redevelop the waterfront area, the City hired several consultants over the last decades to investigate the condition of waterfront area properties. On August 21, 2000, the Stockton Waterfront Brownfields Project Environmental Master Plan was prepared by Black & Veatch to provide prospective developers and lenders, and the general public, with a summary of information available in numerous environmental documents regarding Stockton Waterfront Brownfields properties.

As a part of the environmental contamination at 504 Weber Avenue, identified as Area 2A in the Stockton Waterfront Brownfields Project Environmental Master Plan this site contains groundwater monitoring wells since it is considered to be in the surrounding area of Area 2A.

Potential for TOD and Advancement of Planning Objectives

The site has some potential for transit oriented development, as the site is served and near a variety of transportation systems.

The San Joaquin Regional Transit District is the primary public transportation system operating in Stockton and serves the site. Greyhound Bus Lines also has a station in the area located near the site. The Altamont Commuter Express (ACE) provides services that connect the Central Valley with the Silicon Valley and other destinations in the San Francisco Bay Area at the Robert J. Cabral ACE Station located in downtown. This station also serves as the terminus for Amtrak trains between Sacramento and Bakersfield.

Future development of the site would further the City's planning objectives as outlined in the ACE Planning and Parking Strategy prepared on August 23, 2010 by Fehr & Peers, Bay Area Economics, Gensler and Davis Langdon, and the Climate Action Plan – Transit Plan/Program prepared August 2, 2011 by Nelson Nygaard, as both these plans recommend focus on transit oriented development for the downtown area.

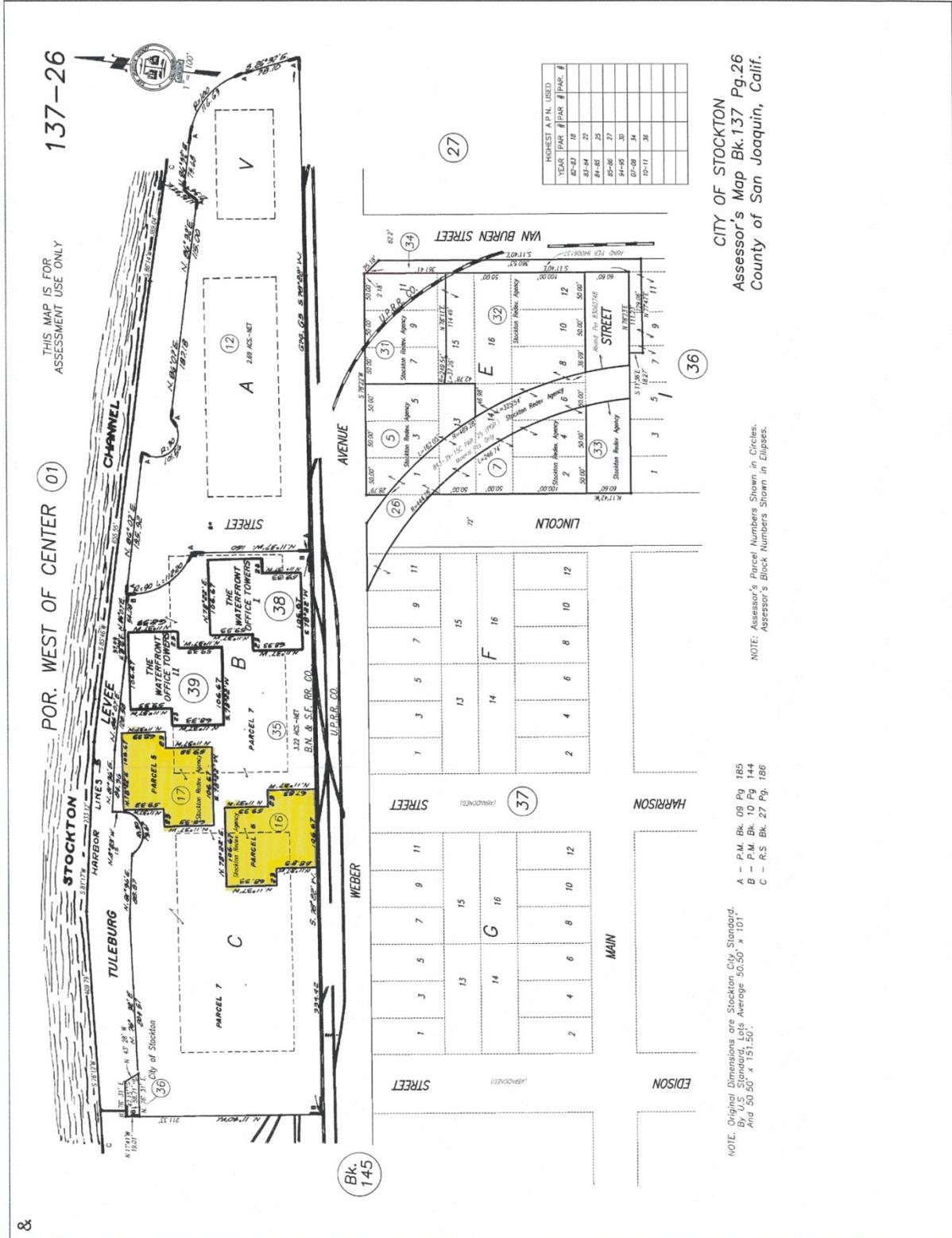
Development Plans and Activity

On January 16, 1996, Council adopted Resolution No. 96-0016 approving The Stockton Waterfront Revival Vision & Action Plan. The plan identifies this particular area as the South Shore of the Marina District. The South Shore of the Waterfront is envisioned to be appropriate for a mix of retail and entertainment uses along the Stockton Channel.

The Downtown Stockton Strategic Action Plan dated October 2001 also identifies this area as the South Shore. This plan directs the use of this particular property as a future development site consisting of a mixed use waterfront development. Although a project was not completed the property remains viable for such development especially since the City has a vested interest in ensuring the Marina remains a viable enterprise and major contributor to the overall success of the Downtown Waterfront and subsequent new development.

Property Disposition

The Agency recommends the property be sold.



CBRE
BROKER OPINION OF VALUE

Successor Agency to the Former Redevelopment Agency of the City of Stockton
Estimated Site Value
March 2015

CBRE

No.	Description	Address	Site APN (s)	City	Property Type	Approximate Acres/SF	Zoning	Suggested Value
1	Van Buren, Washington, Market, Madison & Monroe Street	109 S. Van Buren	137-360-24, 26, 27, 28 & 39	Stockton	Vacant Lot/Land		CO	
		333 W. Washington Street	137-330-01; 02, 03, 04 & 20	Stockton	Vacant Lot/Land			
		214, 220, 226, 240 & 248 Market Street; 103, 115, 119 & 125 Madison Street; 124 & 126 Monroe Street	137-330-08 thru 137-330-19	Stockton	Vacant Lot/Land			
TOTAL:						3.85 AC		\$ 768,932.01
2	Children's Museum	448 W. Weber Avenue	137-260-05, 07, 26, 31, 32 & 33	Stockton	Other	22,000 SF	IG	
TOTAL:						22,000 SF		Undetermined

ZONING KEY:

CO=Commercial Office
IG=Industrial General
CD=Commercial Downtown
RM=Residential Medium Density
RL=Residential Low Density
Undetmnd.=Undetermined
** denotes different ownership name

This valuation analysis or broker opinion of value is not an appraisal and has not been performed in accordance with the Uniform Standards of Professional Appraisal Practice. Neither you, nor any third parties, may rely on this analysis for any tax purposes, estate work, litigation, lending or any other matter other than your direct use in connection with a contemplated transaction. The information has been obtained from sources believed reliable. While we do not doubt its accuracy, we have not verified it and make no guarantee, warranty or representation about it. Any projections, opinions, assumptions or estimates used are for example only and do not represent the current or future performance of the property.

No.	Description	Address	Site APN (s)	City	Property Type	Approximate Acres/SF	Zoning	Suggested Value
3	Bob Hope Theater	242 E. Main Street	149-140-27	Stockton	Commercial	43,400	CD	Undetermined
4	833 W. Weber Avenue		145-190-03; 145-270-06, 09, &10	Stockton	Vacant Lot/Land		IG	
TOTAL:						9.07 AC		\$ 1,185,267.60
5	Lincoln Street & Weber Avenue	504 W. Weber Avenue 666 W. Weber Avenue	137-370-02 & 03	Stockton	Vacant Lot/Land		CD	
TOTAL:						3.74 AC		\$ 746,962.52
6	Airport Way & Second Street	1516 S. Union Street 1501 S. Airport Way	169-030-11 & 169-020-11	Stockton	Vacant Lot/Land		CG	
TOTAL:						3.21 AC		\$ 719,413.00
7	Airport Way & Eighth Street	2222 S. Airport Way 2244 S. Airport Way	169-163-01 & 169-151-01	Stockton	Vacant Lot/Land		CG	
TOTAL:						1.61 AC		\$ 360,827.08
8	Airport Way & Folsom Street	1805 S. Airport Way 1814 S. Airport Way	169-020-02 & 169-040-09	Stockton	Vacant Lot/Land		CG: 88% RM: 12%	
TOTAL:						0.52 AC		\$ 95,814.58
9	2110 S. Airport Way - Purchase Option	2110 S. Airport Way (purchase option)**	169-162-01	Stockton	Commercial	0.98	CG	\$ 180,573.62
10	Airport Way & Ninth Street	2319 S. Airport Way 2333 S. Airport Way	169-090-49 & 50	Stockton	Vacant Lot/Land		CG	
TOTAL:						0.33 AC		\$241,379
11	Lincoln Street & Horton Avenue	No Site Address	175-260-34 & 175-070-08	Stockton	Vacant Lot/Land		RL	
TOTAL:						2.79 AC		\$392,550
12	Henery Apartments	119 S. Sutter Street	149-120-10	Stockton	Other	9400	CD	\$ 493,500.00
13	Waterfront Office Towers Parking Lot	517 W. Weber Avenue 605 W. Weber Avenue	137-260-15 thru 17	Stockton	Parking Lot/Structure		CD	
TOTAL:						0.64 AC		\$204,488

CBRE

ZONING KEY:

CO=Commercial Office
IG=Industrial General
CD=Commercial Downtown
RM=Residential Medium Density
RL=Residential Low Density
Undetmnd.=Undetermined
** denotes different ownership name

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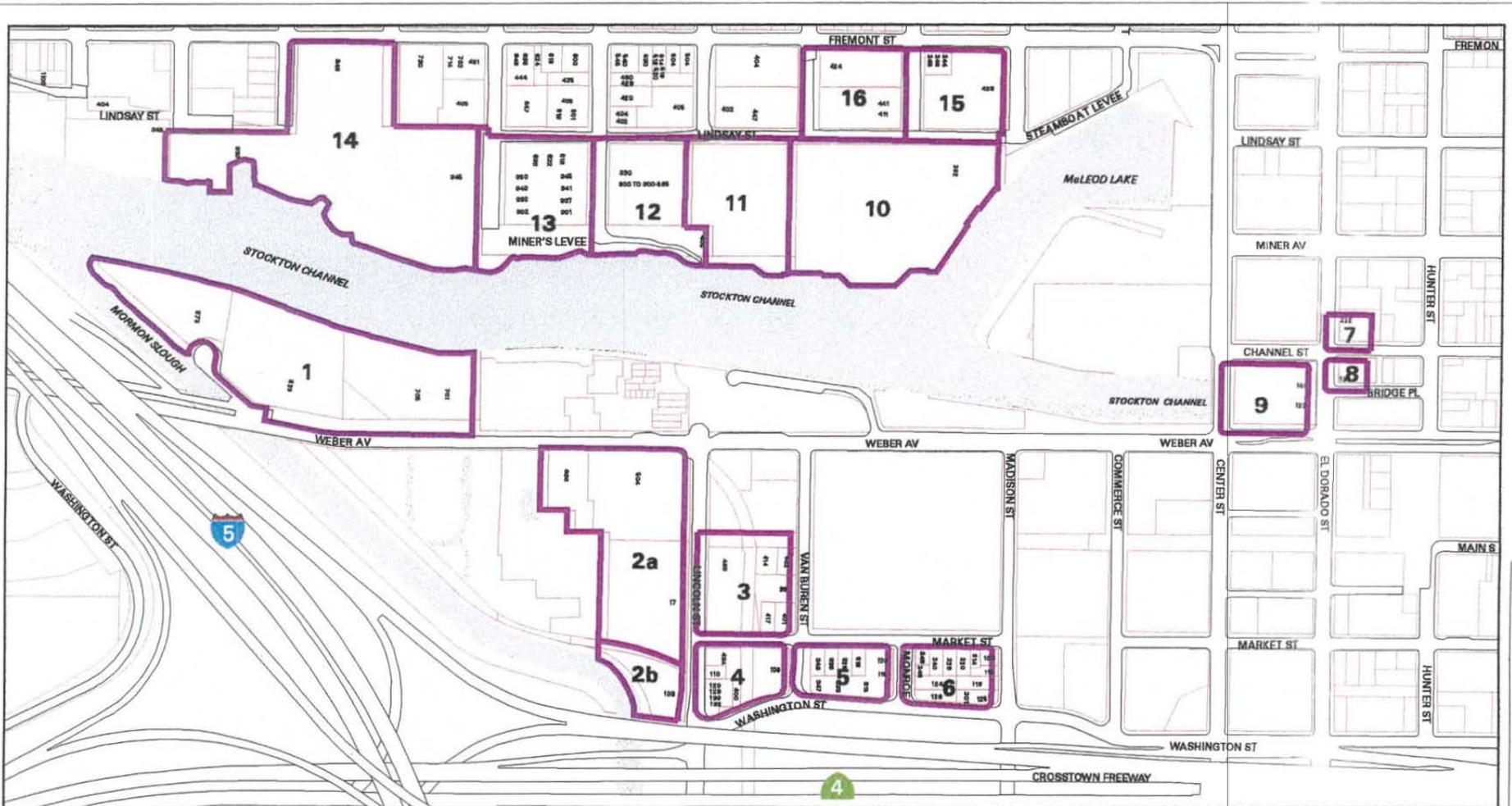
Note #1 This analysis does not include an assessment of the environmental conditions or other unknown factors which may adversely affect the estimated values provided.

Note #2 The suggested value of Site No. 9 is based upon the underlying land value, not the value of the Purchase Option which may or may not reflect market pricing.

Note #3 The suggested value of Site No. 11 does not include grade separations.

Note #4 The suggested value of Site No. 13, Parcel 137-260-15 includes only 50% undivided ownership interest.

**ENVIRONMENTAL MASTER PLAN &
PARCEL 2A & SURROUNDING AREAS
MONITORING WELL MAP**



Legend:

- Edge of Pavement
- Assessors Parcel Line
- Environmental Master Plan Property
- Street Address

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The information on this map is based on the most current information available to the City of Stockton Geographic Information System Division. The information on this map is not intended to replace engineering, financial or primary records research.

ENVIRONMENTAL MASTER PLAN LOCATION OF SUBJECT AREAS

FIGURE 2

hrd/wf_amp_1



LEGEND:

- MW-19 A-ZONE GROUNDWATER MONITORING WELL
- MW-49 B-ZONE GROUNDWATER MONITORING WELL
- MW-61 C-ZONE GROUNDWATER MONITORING WELL
- MW-68 D-ZONE GROUNDWATER MONITORING WELL
- DPE-1 DUAL PHASE EXTRACTION WELL
- MW-17T DESTROYED MONITORING WELL

Site Identification No. & Name

- No. 1 - Van Buren, Washington, Market, Madison & Monroe Street**
- No. 2 - Children's Museum**
- No. 4 - 833 W. Weber Avenue**
- No. 5 - Lincoln Street & Weber Avenue**
- No. 13 - Waterfront Office Towers Parking Lot**

	FOR: PARCEL 2A AND SURROUNDING AREAS WEST WEBER AVENUE AND NORTH LINCOLN STREET STOCKTON, CALIFORNIA		SITE PLAN		FIGURE: 1
	JOB NUMBER: 185750217	DRAWN BY: MDR	CHECKED BY: JW	APPROVED BY: DS	DATE: 052013

Successor Agency: Successor Agency to the Former Redevelopment Agency of the City of Stockton
 County: San Joaquin

LONG RANGE PROPERTY MANAGEMENT PLAN: PROPERTY INVENTORY DATA

No.	HSC 34191.5 (c)(1)(C)			HSC 34191.5 (c)(2)			HSC 34191.5 (c)(1)(A)			SALE OF PROPERTY (If applicable)		Property Value	HSC 34191.5 (c)(1)(B)		HSC 34191.5 (c)(1)(C)		HSC 34191.5 (c)(1)(D)	HSC 34191.5 (c)(1)(E)		HSC 34191.5 (c)(1)(F)		HSC 34191.5 (c)(1)(G)		SC 34191.5 (c)(1)(H)	Other Property
	Address or Description	APN	Property Type	Permissible Use	If Sale of Property, specify intended use of sale proceeds	Permissible Use Detail	Acquisition Date	Value at Time of Acquisition	Estimated Current Value	Date of Estimated Current Value	Estimated Current Value Basis		Proposed Sale Value	Proposed Sale Date	Purpose for which property was acquired	Lot Size	Current Zoning	Estimate of Current Parcel Value	Annual Estimate of Income / Revenue	Are there any contractual requirements for use of income / revenue?	Has there been historic environmental contamination, studies, and/or remediation, and designation as a brownfield site for the property?	Does the property have the potential as a transit oriented development?	Were there advancements to the successor agency's planning objectives?	Does the property have a history of previous development proposals and activity?	
1	Proposed City Hall 109 S. Van Buren Street	137-360-24, 26, 27, 28 & 39	Vacant Lot/Land	Governmental Use	N/A	Commercial, Office	1981	31,000	TBD	March 2015	Market	N/A	N/A	Office/Government Facility	.54, 27-.30, 28-.13, 39-.20 Acres	Commercial, Office	TBD	N/A	No	Yes	Yes	Yes	Yes		
	Proposed City Hall 333 W. Washington Street	137-330-01; 02, 03, 04 & 20	Vacant Lot/Land	Governmental Use	N/A	Commercial, Office	1981-1988	134,900	TBD	March 2015	Market	N/A	N/A	Office/Government Facility	.11, 03-.11, 04-.11, 20-.73 Acres	Commercial, Office	TBD	N/A	No	Yes	Yes	Yes	Yes		
	Proposed City Hall 214, 220, 226, 240 & 248 Market Street; 103, 115, 119 & 125 Madison Street; 124 & 126 Monroe Street	137-330-08, thru 137-330-19	Vacant Lot/Land	Governmental Use	N/A	Commercial, Downtown	1981 - 1983	187,448	TBD	March 2015	Market	N/A	N/A	Office/Government facility	1.28 Acres	Commercial, Downtown	TBD	N/A	No	Yes	Yes	Yes	Yes		
2	Children's Museum 448 W. Weber Avenue	137-260-05, 07, 26, 31, 32 & 33	Other	Governmental Use	N/A	Industrial, General	1981-1992	202,052	TBD	March 2015	Market	N/A	N/A	Educational/Cultural Public Use	2.37 Acres	Industrial, General	TBD	City Subsidy	No	No	Yes	Yes	Yes		
3	Bob Hope Theater 242 E. Main Street	149-140-27	Commercial	Governmental Use	N/A	Commercial, Downtown	05/15/2000	1,200,000	TBD	March 2015	Market	N/A	N/A	Public Use	43,400 Sqaure Feet	Commercial, Downtown	TBD	City Subsidy	No	No	Yes	Yes	Yes		
4	Southpointe 833 W. Weber Avenue	145-190-03, 145-270-06, 09 & 10	Vacant Lot/Land	Future Development	N/A	Industrial, General	1980-1984	4,260,000	TBD	March 2015	Market	N/A	N/A	Mixed Use Development	06-3.73, 09-3.08, 10-.29 Acres	Industrial, General	TBD	N/A	No	Yes	Yes	Yes	Yes		
5	Lincoln St. & Weber Ave. 504 W. Weber Avenue	137-370-03	Vacant Lot/Land	Future Development	N/A	Commercial, Downtown	06/20/1980	Unknown	TBD	March 2015	Market	N/A	N/A	Mixed Use Development	2.86 Acres	Commercial, Downtown	TBD	N/A	No	Yes	Yes	Yes	No		
	Lincoln St. & Weber Ave. 666 W. Weber Avenue	137-370-02	Vacant Lot/Land	Future Development	N/A	Commercial, Downtown	06/14/1990	Unknown	TBD	March 2015	Market	N/A	N/A	Mixed Use Development	0.88 Acres	Commercial, Downtown	TBD	N/A	No	Yes	Yes	Yes	No		
6	Airport Way & Second Street 1516 S. Union Street	169-030-13	Vacant Lot/Land	Future Development	N/A	Commercial, General	01/17/2008	225,000	TBD	March 2015	Market	N/A	N/A	Land Assembly	0.68 Acres	Commercial, General	TBD	N/A	No	No	Yes	Yes	No		
	Airport Way & Second Street 1501 S. Airport Way	169-020-11	Vacant Lot/Land	Future Development	N/A	Commercial, General	03/11/2003	290,000	TBD	March 2015	Market	N/A	N/A	Land Assembly	2.53 Acres	Commercial, General	TBD	N/A	No	No	Yes	Yes	No		
7	Airport Way & Eighth Street 2222 & 2244 S. Airport Way	169-163-01 & 169-151-01	Vacant Lot/Land	Future Development	N/A	Commercial, General	12/29/2008	1,900,000	TBD	March 2015	Market	N/A	N/A	Blight Removal	01-.71, 169-151-01-.89 Acres	Commercial, General	TBD	N/A	No	No	Yes	Yes	No		
8	Airport Way & Folsom Street 1805 & 1814 S. Airport Way	169-020-02 & 169-040-09	Vacant Lot/Land	Sale of Property	Distribute to Taxing Entities	Commercial, General	10/25/2007	350,000	TBD	March 2015	Market	TBD	TBD	Land Assembly	02-.33, 09-.17 Acres	Commercial, General	TBD	5,520	No	No	Yes	Yes	No		
9	Airport Way (Option) 2110 S. Airport Way	169-162-01	Commercial	Sale of Property	Distribute to Taxing Entities	Commercial, General	12/29/2008	100,000	TBD	March 2015	Market	TBD	TBD	Land Assembly	0.97 Acres	Commercial, General	TBD	N/A	No	No	Yes	Yes	No		
10	Airport Way & Ninth Street 2319 & 2333 S. Airport Way	169-090-49 & 169-090-50	Vacant Lot/Land	Sale of Property	Distribute to Taxing Entities	Commercial, General	06/25/2007	250,000	TBD	March 2015	Market	TBD	TBD	Blight Removal	49-.25, 50-.16 Acres	Commercial, General	TBD	N/A	No	No	Yes	Yes	No		
11	Lincoln St. & Horton Ave. No Situs Address	175-260-34 & 175-070-08	Vacant Lot/Land	Sale of Property	Distribute to Taxing Entities	Residential, Low Density	06/1982	Unknown	TBD	March 2015	Market	TBD	TBD	RDA Housing Project Remnant	34-.17, 08-.273 Acres	Residential, Low Density District	TBD	N/A	No	No	Yes	Yes	No		
12	Henery Apartments 119 S. Sutter Street	149-120-10	Other	Sale of Property	Distribute to Taxing Entities	Commercial	10/11/1995	300,000	TBD	March 2015	Market	TBD	TBD	Blight Removal	5700 (lot); 9400 (building) Sqaure Feet	Commercial, Downtown	TBD	N/A	No	No	Yes	Yes	Yes		
13	Waterfront Office Towers 517 & 605 W. Weber Avenue	137-260-15, 16 & 17	Other	Sale of Property	Distribute to Taxing Entities	Commercial, Downtown	16-08/1977 17-04/1982	Unknown	TBD	March 2015	Market	TBD	TBD	Mixed Use Development	0.63 Acres	Commercial, Downtown	TBD	N/A	No	No	Yes	Yes	Yes		

**LONG RANGE PROPERTY MANAGEMENT
TRACKING WORKSHEET
&
LONG RANGE PROPERTY MANAGEMENT
CHECKLIST**



LONG-RANGE PROPERTY MANAGEMENT PLAN CHECKLIST

Instructions: Please use this checklist as a guide to ensure you have completed all the required components of your Long-Range Property Management Plan. Upon completion of your Long-Range Property Management Plan, email a PDF version of this document and your plan to:

Redevelopment_Administration@dof.ca.gov

The subject line should state “[Agency Name] Long-Range Property Management Plan”. The Department of Finance (Finance) will contact the requesting agency for any additional information that may be necessary during our review of your Long-Range Property Management Plan. Questions related to the Long-Range Property Management Plan process should be directed to (916) 445-1546 or by email to Redevelopment_Administration@dof.ca.gov.

Pursuant to Health and Safety Code 34191.5, within six months after receiving a Finding of Completion from Finance, the Successor Agency is required to submit for approval to the Oversight Board and Finance a Long-Range Property Management Plan that addresses the disposition and use of the real properties of the former redevelopment agency.

GENERAL INFORMATION:

Agency Name: **Successor Agency to the Former Stockton Redevelopment Agency of the City of Stockton**

Date Finding of Completion Received: October 30, 2014

Date Oversight Board Approved LRPMP: April 8, 2015

Long-Range Property Management Plan Requirements

For each property the plan includes the date of acquisition, value of property at time of acquisition, and an estimate of the current value.

Yes No

For each property the plan includes the purpose for which the property was acquired.

Yes No

For each property the plan includes the parcel data, including address, lot size, and current zoning in the former agency redevelopment plan or specific, community, or general plan.

Yes No

For each property the plan includes an estimate of the current value of the parcel including, if available, any appraisal information.

Yes No

For each property the plan includes an estimate of any lease, rental, or any other revenues generated by the property, and a description of the contractual requirements for the disposition of those funds.

Yes No

For each property the plan includes the history of environmental contamination, including designation as a brownfield site, any related environmental studies, and history of any remediation efforts.

Yes No

For each property the plan includes a description of the property's potential for transit-oriented development and the advancement of the planning objectives of the successor agency.

Yes No

For each property the plan includes a brief history of previous development proposals and activity, including the rental or lease of the property.

Yes No

For each property the plan identifies the use or disposition of the property, which could include 1) the retention of the property for governmental use, 2) the retention of the property for future development, 3) the sale of the property, or 4) the use of the property to fulfill an enforceable obligation.

Yes No

The plan separately identifies and list properties dedicated to governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation.

Yes No

ADDITIONAL INFORMATION

- If applicable, please provide any additional pertinent information that we should be aware of during our review of your Long-Range Property Management Plan.

Agency Contact Information

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Date:	April 8, 2015	Date:	April 8, 2015

Department of Finance Local Government Unit Use Only

DETERMINATION ON LRPMP: APPROVED DENIED

APPROVAL OR DENIAL LETTER PROVIDED: YES DATE AGENCY NOTIFIED:

Form DF-LRPMP (11/15/12)