

FINAL
Subsequent Environmental Impact Report
(SCH #2012042065)
**City of Stockton Climate Action Plan
and Related Actions**

Prepared for:
City of Stockton
Prepared by:
ICF International

August 2014



FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

VOLUME I: COMMENTS ON DRAFT SEIR AND RESPONSES

CITY OF STOCKTON CLIMATE ACTION PLAN AND RELATED ACTIONS

PREPARED FOR:

City of Stockton
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202

PREPARED BY:

ICF International
620 Folsom Street, Suite 200
San Francisco, CA 94107
Contact: Rich Walter
415.677.7100

August 2014



ICF International. 2014. *Final Subsequent Environmental Impact Report for the City of Stockton Climate Action Plan and Related Actions*. February. (ICF 00659.10.). Prepared for the City of Stockton.

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Acronyms and Abbreviations

AB	Assembly Bill
ACE	Altamont Commuter Express
ALUC	Airport Land Use Commission
Ballona Wetlands	Ballona Wetlands Land Trust et al. v. City of Los Angeles
BART	Bay Area Rapid Transit
BAU	business as usual
BPS	best performance standards
BRT	Bus Rapid Transit
CAFE	Corporate Average Fuel Economy
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCAs	Community Choice Aggregations
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	methane
CIP	capital improvement plan
CIT	CAP Implementation Team
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COA	Comprehensive Operations Analysis
County	County of San Joaquin
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CVRWQCB	Central Valley Regional Water Quality Control Board
DPC	Delta Protection Commission
DRP	Development Review Process
DSC	Delta Stewardship Council
du	dwelling units
DWR	Department of Water Resources
EBMUD	East Bay Municipal Utility District
EIR	environmental impact report
EO	Executive Order

EPA	U.S. Environmental Protection Agency
ESPs	energy service providers
FEMA	Federal Emergency Management Agency
FY	fiscal year
GDSA	Greater Downtown Stockton Area
GHG	greenhouse gas
GPEIR	General Plan EIR
GWP	global warming potential
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
IOU	investor-owned utilities
IPCC	Intergovernmental Panel on Climate Change
LCFS	low carbon fuel standard
LGOP	Local Governments Operations Protocol
MAF	million acre-feet
mpg	miles per gallon
MPOs	metropolitan planning organizations
MT	metric ton
MTCO _{2e}	metric ton carbon dioxide equivalent
MW	megawatt
N ₂ O	nitrous oxide
NCCP	Natural Community Conservation Plan
NOP	notice of preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PCBs	polychlorinated biphenyls
PFCs	perfluorinated carbons
PM ₁₀	particulate matter 10 microns or less in diameter
ppb	parts per billion
ppm	parts per million
ppt	parts per trillion
PRC	Public Resources Code
PSD	Prevention of Significant Deterioration

RAD	Responsible Appliance Disposal
Reporting Rule	Greenhouse Gas Reporting Rule
ROG	reactive organic gasses
RPS	Renewable Portfolio Standard
RTPs	Regional Transportation Plans
San Joaquin RTD	San Joaquin Regional Transit District
SAWP	Settlement Agreement Work Program
SB	Senate Bill
SEIR	supplemental environmental impact report
SF ₆	sulfur hexafluoride
SJCOG	San Joaquin Council of Governments
SJRRC	San Joaquin Regional Rail Commission
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWPPP	Stormwater Pollution Prevention Plan
UBC	Uniform Building Code
USB	urban services boundary
VMT	vehicle miles traveled

This document contains comments submitted by agencies, organizations and individuals concerning the February 2014 Draft Subsequent Environmental Impact Report (SEIR) for the City of Stockton Draft Climate Action Plan and related actions (the proposed project), responses to those comments, and appropriate revisions to the Draft SEIR. The City of Stockton is the California Environmental Quality Act (CEQA) lead agency for this project.

The Draft SEIR was made available to the public and regulatory agencies for review and comment during a 60-day comment period between February 5, 2014 and April 7, 2014.

1.1 CEQA Requirements

The Guidelines implementing CEQA require that written responses be prepared for all written comments received on a Draft EIR during the public review period. Per CEQA Guidelines Section 15132, the Final EIR shall consist of:

1. The Draft EIR or a revision of that draft.
2. Comments and recommendations received on the Draft EIR either verbatim or in a summary.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The response of the Lead Agency to significant environmental points raised in the review and consultation process.
5. Any other information added by the Lead Agency.

1.2 Final SEIR Contents

This Final SEIR has been prepared in compliance with the CEQA Guidelines and includes the following.

Volume I: Comments on the Draft SEIR and Responses to Comments

Chapter 1. Introduction

Chapter 2. Comments Received on the Draft SEIR

Chapter 3. Responses to Comments

Chapter 4. Revisions to the Draft SEIR

Appendix A Summary of March 10, 2014 Public Meeting

Volume II: Draft Subsequent Environmental Impact Report

As circulated in February 2014.

1.3 Recirculation

The CEQA Guidelines require a Draft EIR be recirculated for public review if significant new information is added to the EIR after the close of the public comment period on the Draft EIR but before certification of the Final EIR. Under the Guidelines, recirculation is required when new significant information identifies:

- Significant new environmental impacts resulting from the project or from a new mitigation measure proposed to be implemented;
- Substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- Feasible project alternatives or mitigation measures, considerably different from others previously analyzed, that clearly would lessen the environmental impacts of the project but that the project's proponents decline to adopt; or
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (Guidelines sec 15088.5[a]).

Recirculation is not required where the new information clarifies, amplifies, or makes minor modifications to an adequate EIR (Guidelines sec 15088.5[b]).

Information added to this SEIR after the close of the Draft SEIR public review period includes:

- Additional setting information about the Delta Plan and analysis of consistency of the Proposed Project with the Delta Plan and relevant policies

The City of Stockton has determined that recirculation of the Draft SEIR is not required because the new information and revisions provide clarification and amplification, and does not result in new or substantially more severe environmental impacts that have not already been discussed in the Draft SEIR.

Comments Received on the Draft SEIR

This chapter includes the letter of receipt from the State Clearinghouse; a list of the agencies and individuals who commented on the Draft SEIR (Table 2-1); and the actual written comment letters submitted. The comment letters have been numbered as shown in Table 2-1. The transcript of public meeting on the Draft CAP and the Draft SEIR is included in the March 10, 2014 Meeting Summary in Chapter 4. The individual comments within each letter have been numbered in the margin. There is a response for each comment in Chapter 3, *Responses to Comments*. The location of the responses for each letter is indicated in Table 2-1.

Table 2-1. List of Commenters and Location of Responses

Letter #	Commenter	Location of Responses in Chapter 3 (Page #)
Agencies		
0	California Office of Planning and Research State Clearinghouse (SCH)	N/A
1	California Department of Transportation (Caltrans), District 10	3-2
2	Federal Emergency Transportation Agency (FEMA)	3-3
3	San Joaquin County, Department of Public Works	3-3
4	Delta Protection Commission	3-4
5	Delta Stewardship Council	3-4
Individuals		
6	Oral Comments at the March 10, 2014 Public Meeting	3-7
N/A = Not Applicable. The letter of receipt from the State Clearinghouse does not require a response.		



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

RECEIVED

APR 10 2014

CITY OF STOCKTON
PERMIT CENTER / PLANNING DIV.

April 8, 2014

David Stagnaro
City of Stockton
345 N. El Dorado Street
Stockton, CA 95202

Subject: Climate Action Plan (CAP) / Related Actions and Other General Plan Amendments
SCH#: 2012042065

Dear David Stagnaro:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 7, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012042065
Project Title Climate Action Plan (CAP) / Related Actions and Other General Plan Amendments
Lead Agency Stockton, City of

Type SIR Supplemental EIR
Description Note: Tiered from SCH# 2004082066 & Review per lead

The goal of the proposed Climate Action Plan and related plans/programs is to reduce greenhouse gas emissions to 10 percent below 2005 levels by the year 2020 consistent with the requirements of Assembly Bill 32 (AB 32) Global Warming Solutions Act of 2006, the California Air Resources Board (CARB) Scoping Plan (2008), and the 2008 Settlement Agreement between the City of Stockton, the Attorney General of CA and the Sierra Club.

Lead Agency Contact

Name David Stagnaro
Agency City of Stockton
Phone 209 937 8598 **Fax**
email
Address 345 N. El Dorado Street
City Stockton **State** CA **Zip** 95202

Project Location

County San Joaquin
City Stockton
Region
Lat / Long
Cross Streets Various
Parcel No. Various
Township **Range** **Section** Varies **Base**

Proximity to:

Highways I-5, SR99, 88, 26, 12, 4
Airports Various Stockton Metro Kingdon
Railways UPRR, BNSF
Waterways San Joaquin River, Calaveras River, San Joaquin Delta, Stockton
Schools Various
Land Use City wide

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Fiscal Impacts; Flood Plain/Flooding; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Water Quality; Landuse; Other Issues; Aesthetic/Visual; Agricultural Land; Drainage/Absorption; Economics/Jobs; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Vegetation; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Delta Protection Commission; Office of Historic Preservation; Department of Parks and Recreation; Central Valley Flood Protection Board; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 10; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission; Delta Stewardship Council

Date Received 02/05/2014 **Start of Review** 02/05/2014 **End of Review** 04/07/2014

DEPARTMENT OF TRANSPORTATION
DISTRICT 10 DIRECTOR
P.O. BOX 2048
(1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)
STOCKTON, CA 95201
PHONE (209) 941-1921
FAX (209) 948-7194
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

April 7, 2014

10-SJ-Various
SCH #2012042065
City of Stockton Climate Action
Plan & Related Actions

Mr. David Stagnaro, AICP
City of Stockton
345 N. El Dorado Street
Stockton, CA 95202

Dear Mr. Stagnaro:

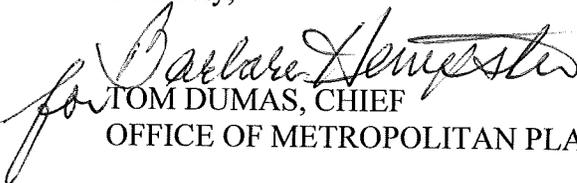
The California Department of Transportation (Department) appreciates the opportunity to review the City of Stockton's Climate Action Plan. The goal of the proposed Climate Action Plan and related plans/programs is to reduce greenhouse gas (GHG) emissions to 10 percent below 2005 levels by the year 2020 consistent with the requirements of Assembly Bill 32 (AB 32) Global Warming Solutions Act of 2006, the California Air Resources Board (CARB) Scoping Plan (2008) and the 2008 Settlement Agreement between the City of Stockton, the Attorney General of California, and the Sierra Club.

Upon review of the project the Department has the following comment:

Citywide and regionally significant traffic impacts will result upon project implementation. Please explain how you intend to mitigate impacts to the State Highway Facilities to less than significant.

If you have any questions or would like to discuss our comment in more detail, please contact Barbara Hempstead at (209) 948-3909.

Sincerely,


TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

1-1

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FEB 14 2014

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.



FEMA

February 5, 2014

David Stagnaro, AICP Planning Manager
City of Stockton
Community Development Department
Planning and Engineering Division
345 N El Dorado Street
Stockton, California 95202

Dear Mr. Stagnaro:

This is in response to your request for comments regarding the City of Stockton Public Notice of Availability/Notice of Public Meeting Draft Programmatic Subsequent Environmental Impact Report (SEIR) SCH 2012042065 for the Climate Action Plan (CAP) and related plans/programs (P14-014).

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of San Joaquin (Community Number 060299) and City of Stockton (Community Number 060300), Maps revised October 16, 2009. Please note that the City of Stockton, San Joaquin County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

2-1

David Stagnaro, AICP Planning Manager

Page 2

February 5, 2014

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Stockton floodplain manager can be reached by calling Steve N. Chase, Community Development Director, at (209) 937-8090. The San Joaquin County floodplain manager can be reached by calling John Maguire, Head of Engineering Services, at (209) 953-7617.

If you have any questions or concerns, please do not hesitate to call Jane Hopkins of the Mitigation staff at (510) 627-7183.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Steve N. Chase, Community Development Director, City of Stockton

John Maguire, Head of Engineering Services, San Joaquin County

Ray Lee, WREA, State of California, Department of Water Resources, Central District

Jane Hopkins, NFIP Planner, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

2-1,
cont.



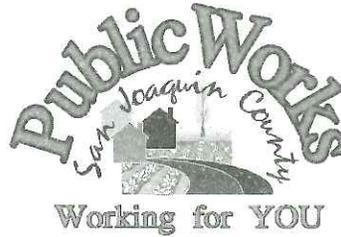
THOMAS M. GAU
DIRECTOR

FRITZ BUCHMAN
DEPUTY DIRECTOR

MICHAEL SELLING
DEPUTY DIRECTOR

JIM STONE
DEPUTY DIRECTOR

ROGER JANES
BUSINESS ADMINISTRATOR



P. O. BOX 1810 - 1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201
(209) 468-3000 FAX (209) 468-2999
www.sjgov.org/pubworks

April 4, 2014

David Stagnaro, AICP Planning Manager
City of Stockton Community Development Department
Planning and Engineering Division
345 North El Dorado Street
Stockton, California 95202

SUBJECT: NOTICE OF AVAILABILITY OF THE DRAFT PROGRAMMATIC SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Dear Mr. Stagnaro:

The San Joaquin County Department of Public Works has reviewed the Notice of Availability for the above referenced project and has no comments at this time. However, the County does request to be included on the circulation list for any additional project documents.

3-1

Thank you for the opportunity to review and comment. Should you have questions please contact me at (209) 468-8494 or aspitzer@sjgov.org.

Sincerely,

AMY SPITZER
Assistant Planner

AS:mh

c: Firoz Vohra, Senior Engineer

RECEIVED

APR 08 2014

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.



DELTA PROTECTION COMMISSION
2101 Stone Blvd., Suite 210
West Sacramento, CA 95691
Phone (916) 375-4800 / FAX (916) 376-3962
Home Page: www.delta.ca.gov

April 04, 2014

Contra Costa County Board of Supervisors

Sacramento County Board of Supervisors

San Joaquin County Board of Supervisors

Solano County Board of Supervisors

Yolo County Board of Supervisors

Cities of Contra Costa and Solano Counties

Cities of Sacramento and Yolo Counties

Cities of San Joaquin County

Central Delta Reclamation Districts

North Delta Reclamation Districts

South Delta Reclamation Districts

CA State Transportation Agency

CA Department of Food and Agriculture

CA Natural Resources Agency

CA State Lands Commission

David Stagnaro, AICP
Planning Manager
Community Development Department
Planning and Engineering Division
345 North El Dorado Street
Stockton, CA 95202

Subject: City of Stockton Climate Action Plan and Related Documents
(SCH# 2012042065)

Dear Mr. Stagnaro:

Delta Protection Commission (Commission) staff have reviewed the *Draft Subsequent Environmental Impact Report (SEIR)* for the *City of Stockton Climate Change Action Plan and Related Actions (CAP)*. The CAP was developed to reduce community greenhouse gas emissions in a manner supportive of AB 32 (also known as the Global Warming Solutions Act of 2006).

As the CAP's location does not overlap with the boundaries of the Sacramento-San Joaquin Delta's Primary Zone it is not subject to consistency requirements with the Delta Protection Commission's *Land Use and Resource Management Plan for the Primary Zone of the Delta*. However, Commission staff reviewed the SEIR for possible impacts which may affect resources of the Primary Zone. Upon review of the SEIR, staff does not find any significant impacts that the CAP will have on the Primary Zone.

Commission staff have additionally reviewed the draft CAP to understand the relevancy its measures may have on the Commission's programs. Upon review, Commission staff have identified Trans-5, "Reduce Barriers for Non-Motorized Travel" which encourages implementation of the City's adopted Bicycle Master Plan, as having potential compatibility with the Commission's Great California Delta Trail. The Delta Trail has been an effort of the Commission pursuant to SB 1556 (Torlakson), which mandated the Commission to develop a plan and implementation program for a regional trail system that extends throughout the five Delta Counties,

4-1

4-2

linking to the San Francisco Bay Trail and Sacramento River Trails. Commission staff are interested in further discussion with City of Stockton staff on the potential Delta Trail linkages and segments which may exist within the Bicycle Master Plan.

Please call Associate Environmental Planner Alex Westhoff at (916) 375-4237 or me at the number above if you have any questions. Thank you for this opportunity to provide input.

Sincerely,



Erik Vink
Executive Director

cc: Kathy Miller, Stockton City Council and Commission Member
Larry Ruhstaller, San Joaquin County Board of Supervisors and Commission Chair



DELTA STEWARDSHIP COUNCIL
A California State Agency

980 NINTH STREET, SUITE 1500
SACRAMENTO, CALIFORNIA 95814
WWW.DELTACOUNCIL.CA.GOV
(916) 445-5511

April 3, 2014

Chair
Randy Fiorini

David Stagnaro
City of Stockton
345 North El Dorado Street
Stockton, CA 95202
Email: David.Stagnaro@stocktongov.com

Members
Frank C. Damrell, Jr.
Gloria Gray
Phil Isenberg
Patrick Johnston
Hank Nordhoff
Frank L. Ruhstaller

Executive Officer
Christopher M. Knopp

RE: City of Stockton Climate Action Plan, Draft Subsequent EIR, SCH# 2012042065

Dear Mr. Stagnaro:

Thank you for the opportunity to comment on the Draft Subsequent Environmental Impact Report (Draft Subsequent EIR) for the City of Stockton Climate Action Plan (CAP). The Council staff supports the CAP's goal of reducing the City of Stockton's greenhouse gas (GHG) emissions by increasing density and transit in developed areas so that natural lands, including agriculture, can be better preserved.

The staff of the Delta Stewardship Council (Council) has reviewed the Draft Subsequent EIR and the CAP. State law specifically directs the DSC to provide "advice to local and regional planning agencies regarding the consistency of local and regional planning documents with the Delta Plan" (Water Code sec 85212). The Delta Plan, including its policies and recommendations, should be acknowledged in the EIR's description of the project's environmental setting.

5-1

Background

The proposed project is a requirement of the settlement agreement between the City of Stockton, the Sierra Club, and the California Attorney General. The proposed project includes CAP measures to reduce GHG emissions through 2020 to 10 percent below 2005 levels, a transit plan/program to promote and/or retain transit service, and a funding program for items related to the settlement agreement concerning the existing General Plan compliance with the California Environmental Quality Act (CEQA).

On December 11, 2007, Stockton approved the 2035 General Plan and other documents including a Final Environmental Impact Report (EIR) and Statement of Overriding Considerations. On January 10, 2008, the Sierra Club filed a Petition for a Writ of Mandate in San Joaquin Superior Court alleging the City had violated CEQA in its approval of the General Plan and asked the Court to issue a writ directing the City to vacate its approval of the General Plan. Then-California Attorney General Edmund G.

"Coequal goals" means the two goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystem. The coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place."

– CA Water Code §85054

Brown, Jr. also raised concerns about the adequacy of the EIR under CEQA, including the EIR's failure to incorporate enforceable measures to mitigate GHG emissions that would result from the General Plan.

The settlement agreement recognizes that development on the urban fringe of the City must be carefully balanced with infill development to be consistent with the state mandate of reducing GHG emissions, since unbalanced development will cause increased driving and motor vehicle GHG emissions. Additionally, the settlement agreement indicates that development on the urban fringe should be as revenue-neutral to the City as possible, in terms of infrastructure development and the provision of services. The proposed project includes the 2035 General Plan, which is incorporated by reference, and would result in several significant and unavoidable impacts to agricultural resources, biological resources, hydrology and water quality, land use and planning, and public services.

5-2

Comments

Based our review of the Draft Subsequent EIR for the Stockton CAP, we recommend the following matters be discussed or included in the Final Subsequent EIR:

- **Inconsistencies with the Delta Plan.** The EIR should discuss any inconsistencies between the project and the Delta Plan, as required by 15125(d) of the CEQA Guidelines. Note, too, that the CEQA Guidelines' Appendix G states that a project that is inconsistent with any applicable land use plan, policy, or regulation may result in a finding of significant impact on biological resources.
- **Land Use.** The urban boundaries identified in the Stockton General Plan on which the CAP is based should be consistent with the Delta Plan for the areas in which the Delta Stewardship Council has jurisdiction. The boundaries, which are described in Delta Plan Policy DP P1, are intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk. In order to be consistent with Delta Plan Policy DP P1, new residential, commercial, or industrial development is permitted outside the urban boundaries only if it is consistent with the land use designated in the relevant county general plan as of the date of the Delta Plan's adoption (May 16, 2013). In the Final Subsequent EIR, please cite Delta Plan Policy DP P1, provide an analysis of potential conflict with the policy due to the urbanization of agricultural land and open space within the Delta, and describe how any conflicts with the policy could be avoided or mitigated.

5-3

5-4

Council staff has identified an area of concern within the secondary zone of the Delta. The area is outside of the City of Stockton's sphere of influence but within the planning area for the City's General Plan. It is located to the south of French Camp Road, north of Bowman Road, east of the San Joaquin River, and west of Interstate 5. This area does not include the land within the sphere of influence which includes the San Joaquin County Hospital (south of French Camp Road, north of West Mathews Road, east of South Wolfe Road, and west of Interstate 5). Council staff understands that the City submitted an application to the Local Area Formation Committee (LAFCo) for inclusion of the Southwest Stockton area in the sphere of influence in July 2008, but the LAFCO denied the request. The Stockton General Plan designates part of this area as "Village", while the San Joaquin County General Plan, and therefore the Delta Plan,

5-5

David Stagnaro
City of Stockton
April 3, 2014
Page 3

designates it as agriculture. (For areas outside the sphere of influence of a city, the Delta Plan uses the designation in the county general plan.) Therefore, residential, commercial, or industrial development in this area would be inconsistent with the Delta Plan Policy DP P1. Council staff further notes that this area is not included among the growth areas identified by the San Joaquin Council of Government's Draft Regional Transportation Plan/Sustainable Communities Strategy.

5-5,
cont.

Conclusion

The Draft Subsequent EIR states, on Pages 16-11 and 16-12, that the General Plan EIR and proposed project would result in the conversion of vacant and agricultural/open space lands to industrial, commercial, and residential land uses, which are considered significant, irreversible changes. Any conversion of agricultural/open space lands located in the Delta would need to be consistent with the above-mentioned Delta Plan policy.

5-6

The Greater Density Alternative in the Draft Subsequent EIR appears to be more consistent with the Delta Plan, because it would include an urban limit line to prevent further annexations and edge development. This alternative would have lower impacts to biological resources and farmland than the proposed project. The Greater Density Alternative is considered the Environmentally Superior Alternative, as it would have substantially lower traffic, air quality, biological resources, and farmland impacts compared to all of the alternatives. As stated on Page 15-10, the Greater Density Alternative would also result in a lower number of people and structures subject to levee failure flooding. This alternative would have far less impacts on farmland than the proposed project, because the Greater Density Alternative would lower development pressure on the City's edge, as discussed on Page 15-11.

5-7

We look forward to working with you to ensure that the Stockton CAP moves forward as quickly as possible while addressing multiples goals for the Delta. I encourage you to contact Jessica Davenport at jdavenport@deltacouncil.ca.gov or (916) 445-2168 with your questions, comments, or concerns.

Sincerely,



Cindy Messer
Deputy Executive Officer

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Chapter 3

Responses to Comments

This chapter includes responses for each of the numbered comments identified in the comment letters in Chapter 2, *Comments Received on the Draft SEIR*.

Each response begins with a brief summary of the comment and then responds to the comment.

In responding to comments, CEQA does not require a Lead Agency to conduct every test or perform all research, study or experimentation recommended or demanded by a commenter. Rather, a Lead Agency need only respond to significant environmental issues and does not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR (Guidelines secs. 15088, 15204).

Revisions to the Draft SEIR, pursuant to individual responses and pursuant to City of Stockton staff initiated changes, are included in Chapter 5.

1 Individual Responses

2 Response to Comment Letter 1 (Caltrans, District 10)

3 Comment 1-1

4 Comment: This comment states that citywide and regionally significant traffic impacts will result
 5 upon project implementation and asks that the City explain how it intends to mitigate impacts to the
 6 State Highway Facilities to less than significant.

7 Response: While growth anticipated under the 2035 General Plan would result in significant traffic
 8 impacts, as described on Page 8-2 of the Draft SEIR, the Proposed Project would not increase the
 9 overall levels of growth by 2035 above that disclosed in the original General Plan EIR (GPEIR).

10 In addition, the proposed CAP project includes several GHG reduction measures that would mitigate
 11 impacts associated with increased traffic and congestion caused by growth.

- 12 • *Trans-1* would support a jobs/housing balance and greater land use diversity throughout the
 13 city. This could reduce the number of trips and the length of some trips made by local residents,
 14 as the distance to their jobs and commercial outlets would be shorter.
- 15 • *Trans-2* would increase the price of parking the downtown area, thereby encouraging public
 16 transit use and decreasing the number of trips made by residents. In addition, this reduction
 17 measure would create incentives for people to parking away from their place of business and
 18 make rideshare locations more attractive, which could also decrease the number of trips.
- 19 • *Trans-3* would encourage the development of transit amenities, including improved park-and-
 20 ride facilities and bus shelters, which could encourage public transportation use and decrease
 21 the number of trips made in the city.
- 22 • *Trans-4* involves the construction of grade-separated crossings across railroad lines in the city,
 23 which would improve goods movement and decrease congestion.
- 24 • *Trans-5* would eliminate barriers for non-motorized travel through the development of bicycle
 25 and pedestrian facilities and the encouragement of street construction that considers the needs
 26 of all forms of transportation, including public transit, bicyclists, and pedestrians. By
 27 encouraging alternative forms of transportation, this measure could reduce the number of trips,
 28 thereby decreasing congestion and traffic.
- 29 • *Trans-6* and the associated Transit Plan/Program would encourage public transportation use
 30 through an additional BRT route, additional service on existing routes, and car-sharing and
 31 transit information promotion although the Plan is expected to keep transit's current mode
 32 share rather than increase it.
- 33 • *Trans-7* would encourage the provision of safe routes for children to access their schools,
 34 potentially decreasing the number of trips made by parents driving their children to and from
 35 school and decreasing traffic and congestion.
- 36 • *Trans-8* would also encourage safe routes to schools, as well as encourage employer programs
 37 that would seek to incentivize employees choosing alternative forms of transportation to get to
 38 their place of work. Both efforts could decrease trips and lessen traffic and congestion.

1 Therefore, overall levels of service on local roadways overall through 2035 would not be worse
2 under the Proposed Project than under the levels analyzed in the GPEIR.

3 As described on Page 8-6 of the draft SEIR, The Proposed Project would allow for more development
4 at buildout than disclosed in the GPEIR. Specifically, this additional development would include as
5 many as 300 to 1,100 additional residential units which would be somewhat offset by a net decrease
6 of industrial and low-density residential use. Such development could result in an increase in
7 vehicular traffic in the downtown area. Citywide and regionally beneficial traffic impacts would
8 result due to project implementation due to transportation measures and improvements discussed
9 earlier in this chapter. Because of this, it is unlikely that the Proposed Project would cause an overall
10 increase in the severity of this impact relative to that disclosed in the GPEIR.

11 While growth allowed by the General Plan would result in significant transportation impacts as
12 disclosed in the original GPEIR (to 2035 and to buildout), the conclusion of the Draft SEIR is that the
13 Proposed Project would only result in worsened traffic impacts in the downtown area, while
14 resulting in citywide and regionally beneficial traffic impacts. As such, the Proposed Project would
15 not have a new significant or substantially more severe impact on State Highway Facilities
16 compared to those disclosed in the original GPEIR and no new mitigation is necessary.

17 No revisions to the Draft SEIR are warranted pursuant to this comment.

18 **Response to Comment Letter 2 (FEMA)**

19 **Comment 2-1**

20 Comment: This comment described the requirements of the National Flood Insurance Program
21 (NFIP) in terms of construction in flood zones including elevation above the base flood elevation,
22 hydrologic and hydraulic analysis of impacts on flood levels, and submission of data for FEMA for
23 Flood Insurance Rate Map (FIRM) revisions, as necessary. The comment also describes that some
24 local floodplain management requirements are more restrictive than the minimum federal
25 standards described in 44 CFR and suggests containing local community floodplain managers.

26 Response: This comment does not address the analysis in the SEIR or its adequacy. The City of
27 Stockton is the local floodplain manager for the City of Stockton and is well aware of NFIP
28 requirements. No further response is necessary and no revisions to the Draft SEIR are warranted.

29 **Response to Comment Letter 3 (San Joaquin County, Department 30 of Public Works)**

31 **Comment 3-1**

32 Comment: This comment describes that SJDPW has no comments on the Draft SEIR, but request to
33 be included on the circulation list for additional project documents.

34 Response: Comment noted. SJCDPW will be included on the circulation list. No further response is
35 necessary and no revisions to the Draft SEIR are warranted.

1 **Response to Comment Letter 4 (Delta Protection Commission)**

2 **Comment 4-1**

3 Comment: This comment describes that the CAP location (City of Stockton) does not overlap with
4 the boundaries of the Delta primary Zone and is thus not subject to consistency requirements with
5 the DPC's Land Use and Resource Management Plan for the Primary Zone of the Delta. The comment
6 also notes that DPC's review of the SEIR did not find any significant impacts that the project will
7 have on the Primary Zone.

8 Response: Comment is informational in nature. This comment does not address the analysis in the
9 SEIR or its adequacy. No further response is necessary and no revisions to the Draft SEIR are
10 warranted.

11 **Comment 4-2**

12 Comment: This comment identifies the potential compatibility of Draft CAP measure Tans-5,
13 "Reduce Barriers for Non-Motorized Travel) with the DPC's Great California Delta Trail that is
14 proposed to extend through the five Delta Counties linking the San Francisco Bay Trail to the
15 Sacramento River Trails. The comment notes that DPC staff are interested in further discussion with
16 the City of Stockton on the potential Delta Trail linkages and segments which may exist within the
17 bicycle Master Plan.

18 Response: Comment is informational in nature. The City of Stockton is interested in partnering with
19 DPC in planning for any potential linkages between the Delta Trail and the cities trails.

20 This comment does not address the analysis in the SEIR or its adequacy. further response is
21 necessary and no revisions to the Draft SEIR are warranted.

22 **Response to Comment Letter 5 (Delta Stewardship Council)**

23 **Comment 5-1**

24 Comment: This comment suggests that the Delta Plan, including its policies and recommendations,
25 should be acknowledged in the SEIR's description of the project's environmental setting.

26 Response: The 2035 General Plan has two specific policies concerning the Primary Zone of the Delta:
27 The Delta Plan was adopted in 2013, and thus the original GPEIR, which was adopted in 2007, could
28 not consider consistency with the new Delta Plan.

29 The Draft SEIR, Chapter 3, *Land Use* has been revised to include discussion of the Delta Plan and an
30 evaluation of the consistency of the Proposed Project with the Delta Plan, as applicable. As
31 presented in the revised Chapter 3, the Proposed Project would only change land use development
32 within the Greater Downtown Stockton Area (GDSA) which is a previously developed area within
33 City limits. Although the Proposed Project is within the legal Delta, the project would not would not
34 have a significant impact on achievement of coequal goals or flood control programs and therefore
35 there is no requirement for filing a certificate of consistency with the Delta Stewardship Council.

36 Thus, the project would not introduce any new or substantially more severe inconsistencies with the
37 Delta Plan compared to the previously adopted General Plan. As such, no new impacts or

1 substantially more severe impacts are identified relative to the Proposed Project..

2 **Comment 5-2**

3 Comment: This comment asserts that the Proposed Project includes the 2035 General Plan and
4 would result in several significant and unavoidable impacts to agricultural resources, biological
5 resources, hydrology and water quality, land use and planning and public services.

6 Response: The comment misconstrues the Proposed Project. The Proposed Project analyzed in the
7 Draft SEIR does not include the entirety of the 2035 General Plan, which was evaluated under CEQA
8 in the original GPEIR and was adopted in 2007. The Proposed Project analyzed in the Draft SEIR
9 only includes the specific actions described in Chapter 2, *Project Description* of the Draft SEIR
10 including the Climate Action Plan, the Transit Plan/Program, and the Settlement Agreement Work
11 Program. The only portion of the project that proposes to change anything in the 2035 General Plan
12 concerning land use development patterns is the proposal in CAP Measure Trans-1, which proposes
13 that the City increase the density of development in the GDSA. The impacts of this proposed change
14 are analyzed throughout the Draft SEIR. As to the other land use impacts of the 2035 General Plan,
15 they would not be changed by the implementation of this project.

16 The comment appears to construe that the 2035 General Plan, including the Land Use Element, is a
17 part of the Proposed Project being analyzed in the Draft SEIR. This is incorrect as the 2035 General
18 Plan was previously analyzed in the original GPEIR which was certified prior to adoption of the 2035
19 General Plan. As a subsequent EIR, the Draft SEIR need not reanalyze 2035 General Plan impacts
20 unless those impacts are substantially changed such that new significant impacts or substantially
21 more severe impacts would occur due to implementation of the Proposed Project. Thus, the Draft
22 SEIR need not reanalyze impacts that would not be changed.

23 **Comment 5-3**

24 Comment: This comment requests that the SEIR discuss any inconsistencies between the project and
25 the Delta Plan and should identify if any of those inconsistencies may result in a significant impact
26 on biological resources.

27 Response: Analysis of the consistency of the Proposed Project with the Delta Plan has been added to
28 Chapter 3, Land Use in the Final SEIR. As presented in the revised Chapter 3, the Proposed Project
29 would not introduce any new or substantially more severe inconsistencies with the Delta Plan. As
30 such, no new or substantially more severe significant environmental impacts are identified relative
31 to the Proposed Project concerning consistency with the Delta Plan.

32 **Comment 5-4**

33 Comment: This comment suggests that the urban boundaries in the Stockton General Plan should be
34 consistent with the Delta Plan for the areas in which the DSC has jurisdiction. The comment states
35 that new residential, commercial, or industrial development is permitted outside urban boundaries
36 only if it is consistent with the land use designated in the relevant county general plan as of May 15,
37 2013. The comment suggests that the SEIR should cite Delta Plan Policy DP P1 and provide an
38 analysis of the project's consistent with the policy and if any conflicts are identified the SEIR should
39 describe how such conflicts could be avoided or mitigated.

1 Response: As noted in response to Comment 5-2, the Proposed Project does not include the entirety
2 of General Plan 2035. Specifically, the Proposed Project does not propose to change any portions of
3 the land use element of the project, except within the GDSA. Within the GDSA, the CAP calls for an
4 increased number of downtown residents which may require subsequent changes to land use
5 designations and zoning in the GDSA. As described in revisions to Chapter 3, *Land Use*, Delta Plan
6 Policy DP P1, new urban development is limited to specified areas listed in the Delta Plan including
7 areas that city or county General Plans designate for urban use in cities or their spheres of influence
8 or areas that are consistent with general plan land use designations in a County General Plan as of
9 May 16, 2013. The GDSA is a previously developed infill area within the City limits that is already
10 designated for urban development. Any new development within flood-prone areas will be
11 conditioned per existing policies in GP 2035 to avoid impacts to floodplain flows or public safety. As
12 such, the Proposed Project would not conflict with the Delta Plan or with Delta Plan Policy DP P1.
13 Analysis of the consistency of the Proposed Project with the Delta Plan has been added to Chapter 3,
14 *Land Use* of the SEIR. No new significant impacts or substantially more severe impacts are identified
15 relative to consistency with the Delta Plan and thus there is no need to identify additional avoidance
16 or mitigation measures.

17 **Comment 5-5**

18 Comment: This comment describes DSC staff concerns in an area in the secondary zone of the Delta
19 that is outside the City's sphere of influence but within the General Plan's planning area. This area is
20 located to the south of French Camp Road, north of Bowman, Road, east of the San Joaquin River and
21 west of I-5. The comment describes that the Stockton General Plan designated part of this area as
22 "Village" while the San Joaquin County General Plan (and therefore the Delta Plan), designates it as
23 agriculture and thus development in this area would be inconsistent with the Delta Plan Policy DP
24 P1. The comment also notes that the area is not included among the growth areas identified in the
25 SJCOG Draft RTP/SCS.

26 Response: The Proposed Project does not propose any changes to the 2035 General Plan in relation
27 to land use in the subject area of concern. Thus, the DSC's concern is with the consistency of the
28 previously adopted 2035 General Plan, not with the current Proposed Project. The consistency of
29 the previously adopted 2035 General Plan with the Delta Plan relative to the subject location would
30 not be changed, worsened, or improved with the Proposed Project and thus this is not an
31 environmental issue of concern for the Proposed Project. No revisions to the Draft SEIR are
32 required pursuant to this comment.

33 **Comment 5-6**

34 Comment: This comment describes that any conversion of agricultural/open space lands located in
35 the Delta would need to be consistent with Delta Plan policy.

36 Response: As identified on Page 13-11 in the Draft SEIR, the Proposed Project would allow
37 additional development in the GDSA, beyond that analyzed in the GPEIR, there are no operational
38 farming activities, land designated as Important Farmland, or land under Williamson Act contract in
39 the GDSA. The Proposed Project would not allow additional development outside the GDSA where
40 farming activities do occur beyond the amount disclosed in the GPEIR. Therefore, impacts on
41 agricultural resources associated with the Proposed Project would not be more severe than the
42 impacts analyzed in the GPEIR. No revisions to the Draft SEIR are required pursuant to this
43 comment.

1 Comment 5-7

2 Comment: This comment suggests that the Greater Density Alternative in the Draft SEIR appears to
3 be more consistent with the Delta Plan because it would include an urban limit line to prevent
4 further annexations and edge development and would have lower impacts to many resource areas
5 including traffic, air quality, biological resources, and farmland than the Proposed Project.

6 Response: The comment correctly notes that the Draft SEIR concludes that the Greater Density
7 Alternative would have lower impacts to air quality, biological resources, and farmland. The Draft
8 SEIR concludes this alternative would likely have worsened localized traffic impacts in focused
9 growth areas but would have greater traffic improvement overall and outside of focused growth
10 areas. As to consistency with the Delta Plan, the Greater Density Alternative would likely be more
11 consistent with the Delta Plan given it would have less development in outlying areas. However, the
12 underlying concerns with development in outlying areas are with the 2035 General Plan, which is
13 not the project being analyzed in the DEIR. As noted above, the Proposed Project would not change
14 the potential for development in outlying areas and would only change land use development within
15 the GDSA, which is not an area of concern for agriculture or open space conversion relative to the
16 Delta Plan.

17 No revisions to the Draft SEIR are required pursuant to this comment because it does not identify
18 any inadequacies in the analysis in the SEIR and it concurs with the identification of the Greater
19 Density Alternative as the Environmentally Superior Alternative.

**20 Response to Comment Letter 6 (Oral comments at the March 10,
21 2014 Public Meeting)****22 Comment 6-1**

23 Comment: A transcript of oral comments and discussion at the March 10, 2014 public meeting on
24 the Draft CAP and the Draft SEIR is provided in Chapter 4. As indicated there, members of the public
25 made comments concerning Stockton's General Plan as well as the Climate Action Plan. However, no
26 comments were provided on the SEIR, its analysis, conclusions, or its adequacy.

27 Response: Since no comments were provided on the Draft SEIR, no further response is required.

Chapter 4

Revisions to the Draft SEIR

This chapter includes revisions to the Draft SEIR. Additions are noted in underline. Deletions are noted with ~~strikeout~~.

The following text is changed in Chapter 2, Project Description, on Page 2-5, first sub-bullet:

- As described in the Draft Climate Action Plan, for Stockton this level has been defined as approximately 10 ~~11~~% below 2005 levels by 2020.

The following text is changed in Chapter 2, Project Description, on Page 2-6, first full paragraph and footnote 3 at the bottom of the page:

The City has prepared a draft CAP for reducing its GHG emissions by 2020 to a level approximately 10 ~~11~~%³ below 2005 levels.

³: As described in the CAP, the actual goal is 10.12 ~~10.97~~%, but is referred to as “approximately 10 ~~11~~%” in this SEIR.

The following text is changed in Chapter 14, Greenhouse Gas Emissions and Climate Change, on Page 14-17, last paragraph:

As previously noted, in order for the City to achieve consistency with AB 32, existing emissions will need to be reduced by approximately 10 ~~11~~% by 2020 (to approximately 2.1 million MT CO₂e).

The following text is changed in Chapter 14, Greenhouse Gas Emissions and Climate Change, on Page 14-20, second paragraph:

Based on the quantified emissions reductions shown in Table 14-7, implementation of the project would enable the City to reduce its community GHG emissions to meet the reduction target of 10 ~~11~~% below 2005 levels.

The following text is added to Chapter 3, Land Use, starting on Page 3-1, following the second paragraph:

Delta Plan

In November 2009, the California Legislature enacted SB 1 X7, also known as the Sacramento-San Joaquin Delta Reform Act. The Delta bill created a new Delta Stewardship Council (DSC) and gave this body broad oversight of Delta planning and resource management. The DSC is tasked with developing, adopting, and commencing implementation of a long-term plan (the “Delta Plan”) which will be a legally enforceable, comprehensive management plan designed to meet the two co-equal goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystem. The coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place” (CA Water Code SS 85054).

The Delta Plan generally covers five topic areas and goals: increased water supply reliability, restoration of the Delta ecosystem, improved water quality, reduced risks of flooding in the Delta,

and protection and enhancement of the Delta. The Delta Stewardship Council does not propose constructing, owning, or operating any facilities related to these five topic areas. Rather, the Delta Plan sets forth regulatory policies and recommendations that seek to influence the actions, activities, and projects of cities and counties and state, federal, regional, and local agencies toward meeting the goals in the five topic areas.

Any project subject to the DSC review must file a certification of consistency with the Delta Plan. Although, as noted in Table 3-1, the Proposed Project is not a project for which a certification of consistency must be prepared, Table 3-1 presents a review of the Proposed Project consistency with the 14 policies of the Delta Plan.

1 **Table 3-1: Proposed Project Consistency with Delta Plan Policies**

Policy	Title	Policy Summary	Consistency of Proposed Project
<u>G P1</u>	<u>Detailed Findings to Establish Consistency with the Delta Plan</u>	<u>This policy specifies what must be addressed in a certification of consistency filed by a State or local public agency with regard to a covered action and the processing of the certificate.</u>	<u>While the Proposed Project would occur within the boundaries of the Delta (pursuant to the Delta Reform Act), and is carried out by a local agency, the project would not have a significant impact on achievement of coequal goals or flood control programs. Therefore, there is no requirement for filing a certificate of consistency with the Delta Stewardship Council.</u>
<u>WR P1</u>	<u>Reduce Reliance on the Delta through Improved Regional Water Self-Reliance</u>	<u>This policy concerns proposed actions for export, transfer or use water in the Delta.</u>	<u>The project will not export or transfer water from the Delta or use water in the Delta.</u>
<u>WR P2</u>	<u>Transparency in Water Contracting</u>	<u>This policy concerns the transparency of contracting for water from the State Water Project and the Central Valley Project</u>	<u>This project does not concern water contracts.</u>
<u>ER P1</u>	<u>Delta Flow Objectives</u>	<u>This policy applies to projects that would significantly affect flow in the Delta and concerns flow objectives for the Delta.</u>	<u>The project will not significantly affect Delta flows.</u>
<u>ER P2</u>	<u>Restore habitat at Appropriate Elevations</u>	<u>This policy applies to projects that include habitat restoration and requires that they be carried out consistent with a specific conservation strategy referenced in the Delta Plan.</u>	<u>The project does not include habitat restoration.</u>
<u>ER P3</u>	<u>Protect Opportunities to Restore habitat</u>	<u>This policy applies to projects in the priority habitat restoration areas identified in the Delta Plan.</u>	<u>The proposed project would not change land use development in the GP 2035 except in the Greater Downtown Stockton Area (GDSA) which is mostly developed and is not identified as a priority habitat restoration area in the Delta Plan</u>
<u>ER P4</u>	<u>Expand Floodplains and Riparian Habitats in levee Projects</u>	<u>This policy concerns levee project alternatives including setback levees.</u>	<u>The proposed project is not a levee project.</u>

<u>Policy</u>	<u>Title</u>	<u>Policy Summary</u>	<u>Consistency of Proposed Project</u>
<u>ER P5</u>	<u>Avoid Introductions of an Habitat Improvements for Invasive Nonnative Species</u>	<u>This policy applies to projects with the potential for improving habitat for non-native invasive species.</u>	<u>The proposed project would not change land use development in the GP 2035 except in the Greater Downtown Stockton Area (GDSA) which is mostly developed and thus the project would not improve habitat for non-native invasive species.</u>
<u>DP P1</u>	<u>Locate Urban Development Wisely</u>	<u>New urban development is limited to specified areas listed in the Delta Plan including areas that city or county General Plans designate for urban use in cities or their spheres of influence or areas that are consistent with general plan land use designations in a County General Plan as of May 16, 2013.</u>	<u>The proposed project would not change land use development in the GP 2035 except in the Greater Downtown Stockton Area (GDSA) which is within the city limits and thus would not conflict with this policy.</u>
<u>DP P2</u>	<u>Respect Local land Use When Siting Water or Flood Facilities or Restoring Habitats</u>	<u>Water, flood, or restoration improvements are required to avoid or reduce conflict with existing uses or designated used in city and county general plan within cities or spheres of influence where feasible.</u>	<u>The proposed project does not propose water or flood facilities or ecosystem restoration. Tree planting proposed as part of the CAP would not conflict with existing or designated uses.</u>
<u>RR P1</u>	<u>Prioritization of State Investment in Delta Levees and Risk Reduction</u>	<u>This policy applies to projects that involve State investment in Delta flood risk management and establishes interim funding priorities for state investment in emergency preparedness, response, and recovery as well as Delta levees.</u>	<u>The proposed project does not concern state investments in flood risk management.</u>
<u>RR P2</u>	<u>Require Flood Protection for Residential Development in Rural Areas</u>	<u>This policy establishes flood proofing requirements for new residential development of 5 or more parcels for areas outside of cities or their sphere of influence.</u>	<u>The proposed project would not change land use development in the GP 2035 except in the Greater Downtown Stockton Area (GDSA) which is within the City limits. Thus this policy does not apply.</u>

<u>Policy</u>	<u>Title</u>	<u>Policy Summary</u>	<u>Consistency of Proposed Project</u>
<u>RR P3</u>	<u>Protect Floodways</u>	<u>No encroachment is allowed within a floodway unless it can be demonstrated that the encroachment will not unduly impede the free flow of water in the floodway or jeopardize public safety.</u>	<p><u>The proposed project would not change land use development in the GP 2035 except in the Greater Downtown Stockton Area (GDSA), portions of which are in the 100-year floodplain.</u></p> <p><u>While the Proposed Project could result in a change of development from primarily industrial land to high-density residential in a part of the GDSA, no substantial changes are expected due to changes in floodway flows as development would occur in the same locations as with the adopted General Plan, but with a different character. Changes in the GDSA development potential will only occur if General Plan amendments and associated rezoning are ultimately adopted. New transportation and waste handling facilities would need to address drainage through project-level review and application of City policies like other development as well as any MSHCP requirements.</u></p> <p><u>According to Figure 11-7 in the General Plan Background Report, the GDSA does not include areas subject to the 100-year flood except directly along McLeod Lake and an inlet north of Harbor Street west of I-5. Residential development is not likely to be proposed directly adjacent to these waterbodies in areas subject to 100-year flooding, but if such development is proposed it would be required per General Plan policies to address flooding safety for new development and thus would not put additional residents at risk to flooding. New transportation facilities such as bicycle and pedestrian paths are not likely to impede or redirect flood flows, but project-level review will be required. New waste management facilities would similarly be required to address flood impacts.</u></p>
<u>RR P4</u>	<u>Floodplain Protection</u>	<u>No encroachment is allowed within specified floodplains (Yolo bypass, Cosumnes River-Mokelumne River Confluence, or the Lower San Joaquin River Floodplain Bypass upstream of Stockton southwest of Paradise Cut).</u>	<u>The proposed project would not change land use development in the GP 2035 except in the Greater Downtown Stockton Area (GDSA) which is not within any of the specified floodplains.</u>

1 *The following text is added to Chapter 3, Land Use, under Impact LU-2, following the section on Federal*
2 *and State Air Quality Standards:*

3 **Delta Plan**

4 As discussed in the existing setting above and as shown in Table 3-1, the Proposed Project would not
5 have a significant impact on achievement of coequal goals or flood control programs in the Delta
6 Plan and thus there is no requirement for filing a certificate of consistency with the Delta
7 Stewardship Council. As shown in Table 3-1, the Proposed Project would be consistent with all
8 relevant policies in the Delta Plan.

9 *The following text is added to Chapter 3, Land Use, under Impacts to Buildout, following the section on*
10 *criteria pollutants and before the final paragraph:*

11 Regarding the Delta Plan, as discussed above for the horizon through 2035, the Proposed Project
12 would be consistent with relevant Delta Plan policies. This same conclusion would apply through
13 buildout since the Proposed Project does not propose any additional development in ways or
14 manners that would conflict with the Delta Plan’s goals or policies.

Appendix A
Summary of Public Meeting (03/10/14)

Climate Action Plan City of Stockton



PUBLIC MEETING SUMMARY REPORT

Monday, March 10, 2014
5:30 p.m. – 7:00 p.m.
South Hall
Stockton Civic Memorial Auditorium

Prepared by Judith Buethe Communications



General Information about This Document

What is in this document?

This document is a summary report of the Public Meeting held on Monday, March 10, 2014, to discuss the City of Stockton Climate Action Plan.

What should you do?

- Please read this summary report.
- If you have any concerns about the summary report, please contact Judith Buehe, Judith Buehe communications, (209) 464-8707, Ext. 101, or send email to judith@buehecommunications.com.
- If you have questions about the process or the project in general, please contact David Stagnaro, AICP, Planning Manager, City of Stockton, (209) 937-8266, or send email to David.Stagnaro@stocktongov.com.

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EXECUTIVE SUMMARY

The City of Stockton held a Public Meeting in Stockton, California on Monday, March 10, 2014.

The City of Stockton must reduce its greenhouse gas emissions to 10% below 2005 levels by the year 2020. A Settlement Agreement with the Attorney General of California and the Sierra Club requires the City to develop a plan to reduce emissions. A Citizens Committee established by the City has guided development of a Climate Action Plan that was reviewed at the Public Meeting.

The Public Meeting provided members of the public and other interested parties with an opportunity to provide comments, concerns, or suggestions.

The Public Meeting was publicized through an email sent to civic and community organizations, a public notice (advertisement) in English published in *The Record*, a news release to print and broadcast media that serve Stockton, and the City of Stockton website.

Eighteen members of the public signed in at the Public Meeting. The meeting was conducted as an open house with exhibits and maps, followed by a presentation with members of the project team available to receive comments and answer questions.

Informational display boards and exhibits were available. Attendees were also provided with a print agenda and a comment sheet.

Personnel from the City of Stockton and from the consultant team staffed the information stations.

One comment sheet was received at the meeting. One letter was received after the meeting. Oral comments and suggestions were also gathered by personnel staffing the meeting. A public stenographer recorded the question-and-answer session.

Chapter 1: Introduction

1.1 A Public Meeting Was Held

The City of Stockton held a Public Meeting to discuss the City's plans for a Climate Action Plan from 5:30 p.m. – 7:30 p.m. on Monday, March 10, 2014, in Stockton, California.

1.2. Announcement of the Public Meeting

An email invitation was sent by the consultant team to approximately 240 community-based organizations in the City of Stockton, to elected and appointed officials, public agencies, transit agencies, business groups, chambers of commerce, environmental groups, and to other individuals and organizations who had demonstrated a prior interest in the Climate Action Plan. The recipients were encouraged to share the invitation with others.

A public notice (advertisement) in English was placed in *The Record* by the consultant team on Sunday, March 2, 2014. [See Appendix B for a copy of the public notice.]

A news release was sent on March 6, 2014, by the consultant team, to print and broadcast media (mainstream and alternative/community news outlets) that serve the Stockton area. [See Appendix B for a copy of the news release.] Following the distribution of the news release, an article announcing the meeting was published in *The Record* on March 5, 2014.

A Public Notice of Availability/Notice of Community Meeting Draft Programmatic Subsequent Environmental Impact Report was published on February 5, 2014, in *The Record* by the City of Stockton.

A news release was sent by the City of Stockton Public Information Officer on Tuesday, February 4, 2014, announcing that the Climate Action Plan and Environmental Impact Report were available for public review and comment. The news release also announced that the public meeting was scheduled for Monday, March 10, 2014.

1.3 Purpose and Goals of the Public Meeting

The City of Stockton must reduce its greenhouse gas emissions to 10% below 2005 levels by the year 2020. A Settlement Agreement with the Attorney General of California and the Sierra Club requires the City to develop a plan to reduce emissions. A Citizens Committee established by the City has guided development of a Climate Action Plan that was reviewed at the Public Meeting.

The purpose of the meeting was to provide members of the public with a progress report on the project and to provide an opportunity to comment on the Climate Action Plan and on the Notice of Preparation of a Subsequent Environmental Impact Report.

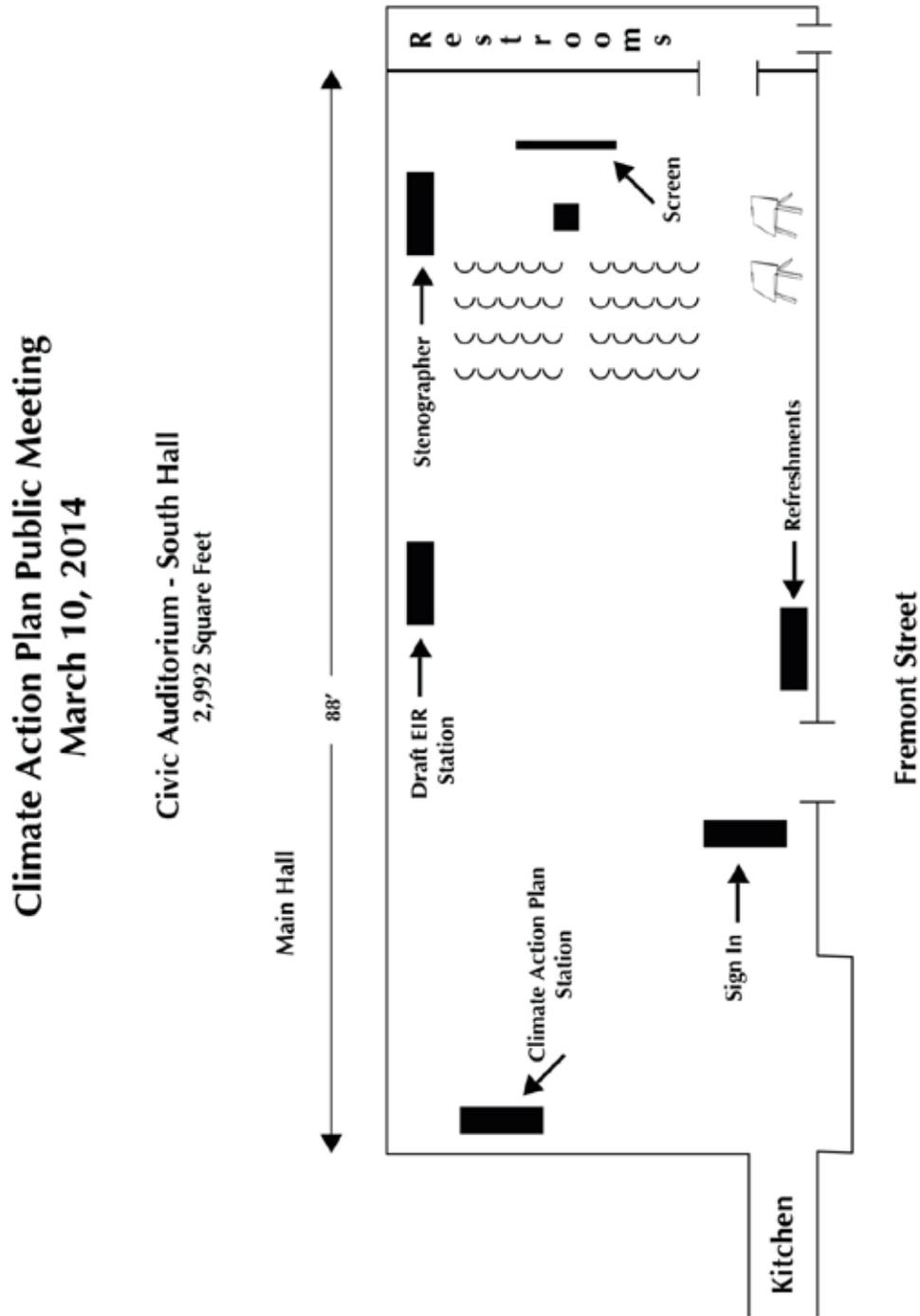
1.4 Format of the Public Meeting

Eighteen members of the public signed in at the Public Meeting. The meeting was conducted as an open house with exhibits and maps, followed by a presentation. Attendees were also encouraged to submit written comments on comment sheets that were supplied. They were also encouraged to ask questions during a question-and-answer period. Project Team members and a Spanish-language translator were available throughout the evening to answer questions and receive public input.

Chapter 2: Public Meeting Proceedings

2.1 Room Layout

Following is the room layout for the Public Meeting. The layout encouraged attendees to move about the room and through the various stations.



2.2 Displays and Exhibits

The informational display boards and exhibits at the Public Meeting are explained below. (Reduced copies of the information display boards and graphics are in Appendix A.)

Station 1: Welcome Board and Sign-in Table

A welcome board greeted attendees as they entered the South Hall of the Stockton Civic Memorial Auditorium where the Public Meeting was held. Attendees were asked to sign in to maintain an attendance record and to ensure that all interested parties could be added to the project mailing list. (See Appendix E for the sign-in list of attendees at the Public meeting. [The Public Outreach Coordinator staff members (one of whom is a Spanish-language translator) encouraged attendees to view the displays, ask questions, and provide their thoughts about the project. The Public Outreach staff also gave each attendee a print program and a comment sheet. The print program welcomed members of the public to the Public Meeting, stated the meeting's agenda, and provided project background, an agenda, project contact information, and ways to comment on the Climate Action Plan and on the Notice of Preparation of a Subsequent Environmental Impact Report. [See Appendix C for copies of the handouts.]

The Public Outreach Coordinator staff members also explained the overall format and encouraged people to ask questions of and provide comments to the project team members who were present. Attendees were also informed of the availability of a public stenographer and invited to dictate any comments to the stenographer.

Station 2: Process and Information

The three display boards at this station provided information on the following subjects:

2.2.1 Stockton 2005 Greenhouse Gas Inventory and 2020 Greenhouse Gas Forecast

2.2.2 Greenhouse Gas Reduction Measures included in the City of Stockton Draft Climate Action Plan (State & Local)

2.2.3 Local Measures and Greenhouse Gas Reductions Achieved and Summary of Greenhouse Gas Emissions Reductions by Sector (MT CO)

Station 3: Comment Station

Comment sheets, pens, and a box for comment sheets were available at this station. One comment sheet was received. The public stenographer was also available to take dictated comments.

2.3 Staff and Elected Officials at the Meeting

Staff

The following personnel organized and conducted the workshop and were available to answer questions from the public.

2.3.1 City of Stockton

Forrest Ebbs, Deputy Director, Community Development

David Stagnaro, AICP, Planning Manager/ Project Manager

Steve Chase, Community Development Director

2.3.2 Consultants

ICF: Jones & Stokes
 Rich Walter, Principal

Judith Buethe Communications
 Judith Buethe, Public Outreach Coordinator
 Raquel Noriega Williams, Spanish-language Translator and Assistant

2.3.3 Elected Officials and Representatives of Elected Officials

Anne Baird, District Director, Assemblymember Susan Talamontes Eggman
 Dyane Burgos Medina, Councilmember, City of Stockton
 Moses Zapien, Councilmember, City of Stockton

2.4 Attendance at the Public Meeting

Attendance at the Public Meeting included the following approximate numbers of individuals and who or what kind of organization each represented, if any:

Individual Persons	Businesses	Civic Organizations	Government	Staff	Media	Total
3	2	8	8	4	1	26

Chapter 3: Presentation and Public Input

3.1 Presentation

After Judith Buethe, Public Outreach Coordinator, welcomed the audience and introduced the members of the project team, as well as elected officials in attendance, David Stagnaro, City of Stockton Planning Manager, described the background and reasons for the project. Mr. Stagnaro’s comments were followed by Rich Walter’s presentation of the project. Mr. Walters is a Principal, ICF International. A copy of the PowerPoint presentation he used can be found in Appendix A.

A full transcription of the question-and-answer session that followed the PowerPoint presentation can be found in Appendix D. An informal listing of concerns expressed or questions asked during the session follows:

1. Synchronize the Climate Action Plan with the Stockton General Plan.
2. Use innovative transportation systems to encourage development of residential units in downtown.
3. Determine how to gauge demand for downtown residential development?
4. Create incentives to redress the imbalance in past developments and policies to encourage infill and downtown residential development.
5. Market residential property to people who work downtown.
6. Create thriving, sustainable communities throughout Stockton.
7. Create farms-to-school programs, farm-to-community programs, local food sources.
8. Consider biofiltration through re-urban forestation and other techniques.
9. Use land along Interstate 5 and other areas to plant crops that could be harvested and used.
10. Invest in the transit system to reduce VMT.
11. Reconsider the 90% reduction in projected residential construction in the downtown area.
12. Minimize competition between downtown revitalization and new subdivisions or “village” development.

3.2 Written Comments Received

A comment sheet was received at the Public Meeting. A letter was received on March 14.

Comment Sheet and Letter Received

Anne Baird, District Director
Assemblymember Susan Talamontes Eggman
 31 E. Channel, #306
 Stockton, CA 95202

Ms. Baird asked to be included on the direct mail list.

Trevor Atkinson
P.O. Box 693545
Stockton, CA 95269

David Stagnaro, AICP
Planning Manager
Community Development Department

March 23, 2012

Dear David,

Most of the recent discussions about the Draft Climate Action Plan have centered on forecasts or projections for housing in the GDSA and the Committee has voiced strong opposition to the unilateral and seemingly arbitrary 90% reduction in projected residential construction in the downtown area.

The March 7 memo from Rich Walter discussed and analyzed the current housing growth projections, compared with those used in the General Plan, as approved in December 2007. I have no issue with his numbers if based on the assumption that 'past is prologue' and that revised projections should simply be scaled back from the earlier status quo. However, I submit that under an assumption that residential growth in the downtown area will continue to be a relatively small percentage of overall citywide growth, *revitalization of downtown will not happen*. Given the negative reputation that downtown Stockton has acquired, a relative trickle of new residential units will change nothing. It will not create a community.

I offer the following comments:

A vibrant downtown requires a *critical mass of full time residents and the services that are essential to a community*. Such a symbiotic community of residents and support services can only be created by a concentrated plan for rapid development. That is clearly the intent of the Settlement Agreement.

If the city is able to avoid bankruptcy and is eventually able to mount a focused project for downtown redevelopment, using a public/private partnership, public/private funding and perhaps a consortium of architects, developers and builders, maybe downtown Stockton can rise again.

It's likely to be a fragile process. Minimizing competition will help the chances of success. If any local developers aren't willing to be part of the revitalization process, hopefully they can be persuaded to avoid being part of the problem. A clear case of "*Lead, follow...or get out of the way.*"

Given the current overhang of vacant houses in Stockton, the last thing the city needs in the near term is new subdivisions or "village" development competing with a downtown revitalization project.

Many cities around the country have succeeded in returning blighted downtowns or "Old Towns" to new vibrancy. *If the Stockton community can be persuaded to get behind the effort, we can do it here.*

Dave, I'm not sure where this fits within the CAP! I hope it helps.



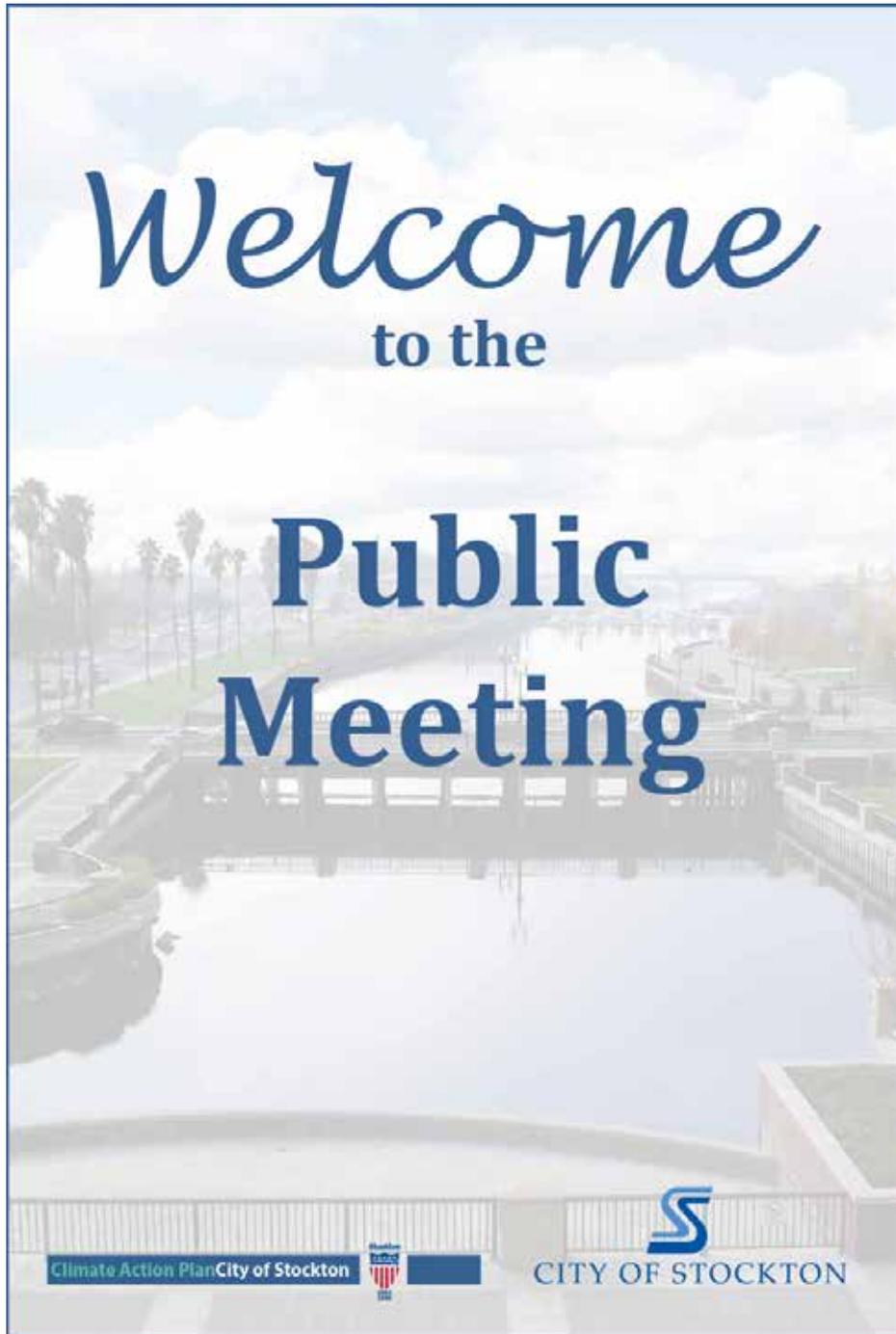
Trevor Atkinson

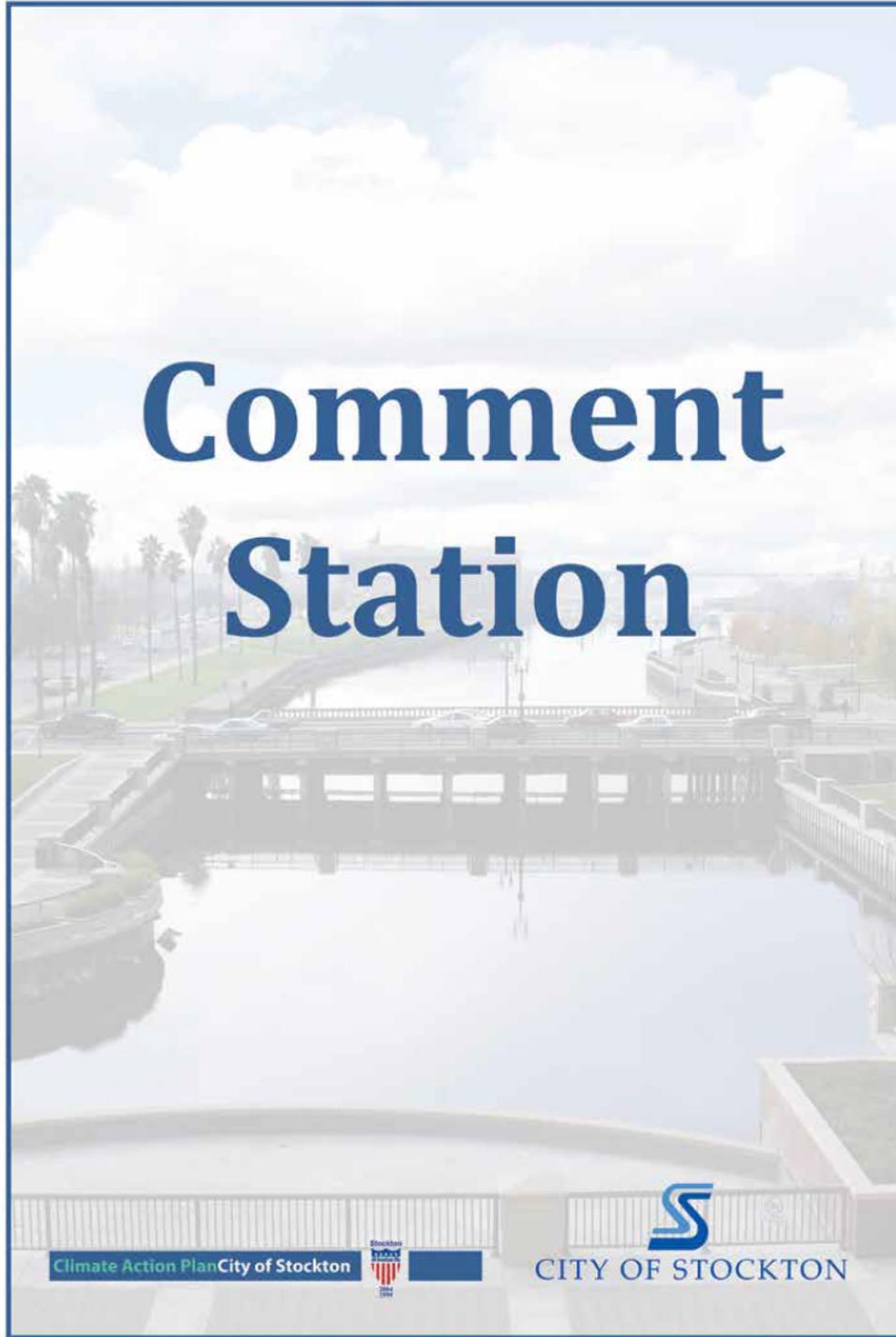
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4/14/2014

APPENDICES

Appendix A: Exhibits





GHG Reductions Achieved within Stockton by Local Programs (MT CO₂e)

Measure Number	GHG Reduction Measure	GHG Reduction
<i>Multi-Sectoral</i>		
DRP-1	Development Review Process – 29% reduction for discretionary project	4,963
<i>Building Energy</i>		
Energy-1	Green Building Ordinance	N/A
Energy-2a	Outdoor Lighting Upgrades (Municipal)	496
Energy 2b	Outdoor Lighting Upgrades (Private)	1,702
Energy-3	Energy Efficiency Programs to Promote Retrofits for Existing Residential Buildings	20,182
Energy-4	Energy Efficiency Programs to Promote Retrofits for Existing Commercial Buildings	10,227
Energy-5a	Solar Powered Parking (Owner-financed)	1,586
Energy-5b	Solar Powered Parking (PPA-financed)	
Energy-6a	Residential and Non-Residential Rooftop Solar (Owner-Financed)	15,078
Energy-6b	Residential and Non-Residential Rooftop Solar (PPA financed)	
<i>Land Use and Transportation</i>		
Trans-1	Land Use/Transportation System Design Integration	1,440 - 7,181
Trans-2	Parking Policies	1,557
Trans-3	Transit System Support	1,272
Trans-4	Efficient Goods Movement	767
Trans-5	Reduce Barriers for Non-Motorized Travel	1,459
Trans-6	Transit System Improvements	--
Trans-7	Safe Routes to School	1,986
Trans-8a	Additional Safe Routes to School	1,986
Trans-8b	Transportation Demand Management	3,152
<i>Waste</i>		
Waste-1	Increased Waste Diversion	4,245
<i>Water</i>		
Water-1	Comply with SB X7-7	9,680
Water-2	Promote Water-Efficiency for Existing Development	6,548
<i>Wastewater</i>		
Wastewater-1	Energy Efficiency Improvements at the RWCF	312
<i>Urban Forestry</i>		
Urban Forestry-1	Urban Tree Planting Programs	75
<i>High Global Warming Potential GHGs</i>		
HGWP GHG-1	Residential Responsible Appliance Disposal (RAD) Programs	255
<i>Off-Road Vehicles</i>		
Off-Road-1	Electric Powered Construction Equipment	1,427
Off-Road-2	Reduced Idling Times for Construction Equipment	920
Off-Road-3	Electric Landscaping Equipment	275
<i>Total</i>		
<i>Local Reductions (Owner financed solar scenario, Trans-1/3000 units)</i>		97,331
<i>Local Reductions (PPA financed solar scenario, Trans-1/300 units)</i>		91,590



Current Funding Source for the Stockton Climate Action Plan

**Strategic Growth Council
California Department of Conservation
Proposition 84
Strategic Communities Planning Grant**

Climate Action Plan City of Stockton

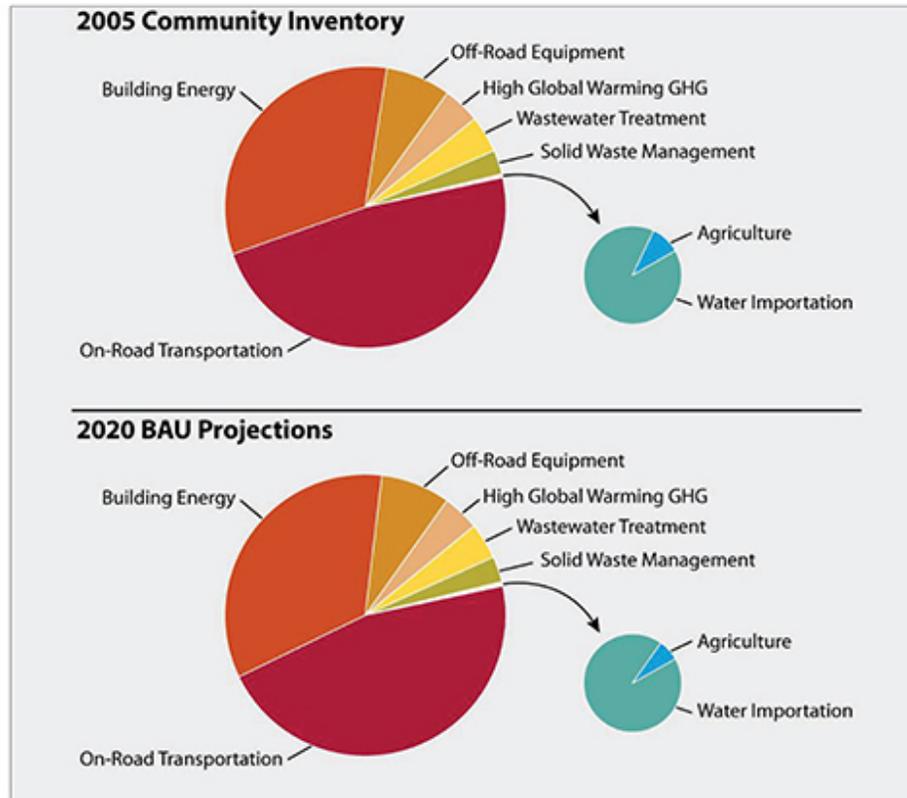



CITY OF STOCKTON

Additional Funding

- **Energy Efficiency Community Block Grant Program**
U.S. Department of Energy
- **Smart Valley Places Grant Program**
U. S. Department of Housing and Urban Development

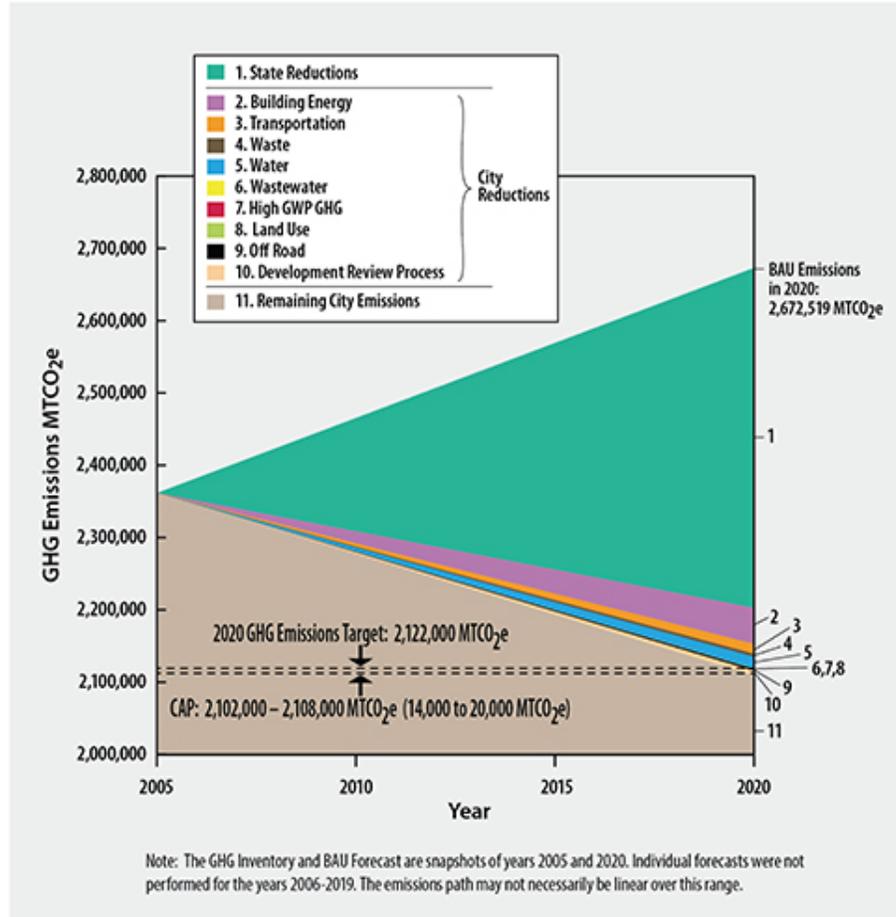
Detailed View—City of Stockton Community GHG Inventories: 2005 Baseline, and 2020 BAU Forecast (MT CO₂e)



City of Stockton Community GHG Inventories: 2005 Baseline, and 2020 BAU Forecast (MT CO₂e)

Emissions Sector	2005		2020	
	MT CO ₂	% of Total	MT CO ₂	% of Total
Agriculture	928	0.04%	928	0.03%
Building Energy	776,186	32.9%	911,272	34.1%
High Global Warming GHG	100,931	4.3%	112,478	4.2%
Off-Road Equipment	176,431	7.5%	213,300	8.0%
On-Road Transportation	1,132,265	48.0%	1,232,663	46.1%
Solid Waste Management ^c	65,720	2.8%	78,347	2.9%
Wastewater Treatment	99,777	4.2%	111,191	4.2%
Water Importation	8,694	0.4%	12,340	0.5%
Total Emissions	2,360,932	100%	2,672,519	100%

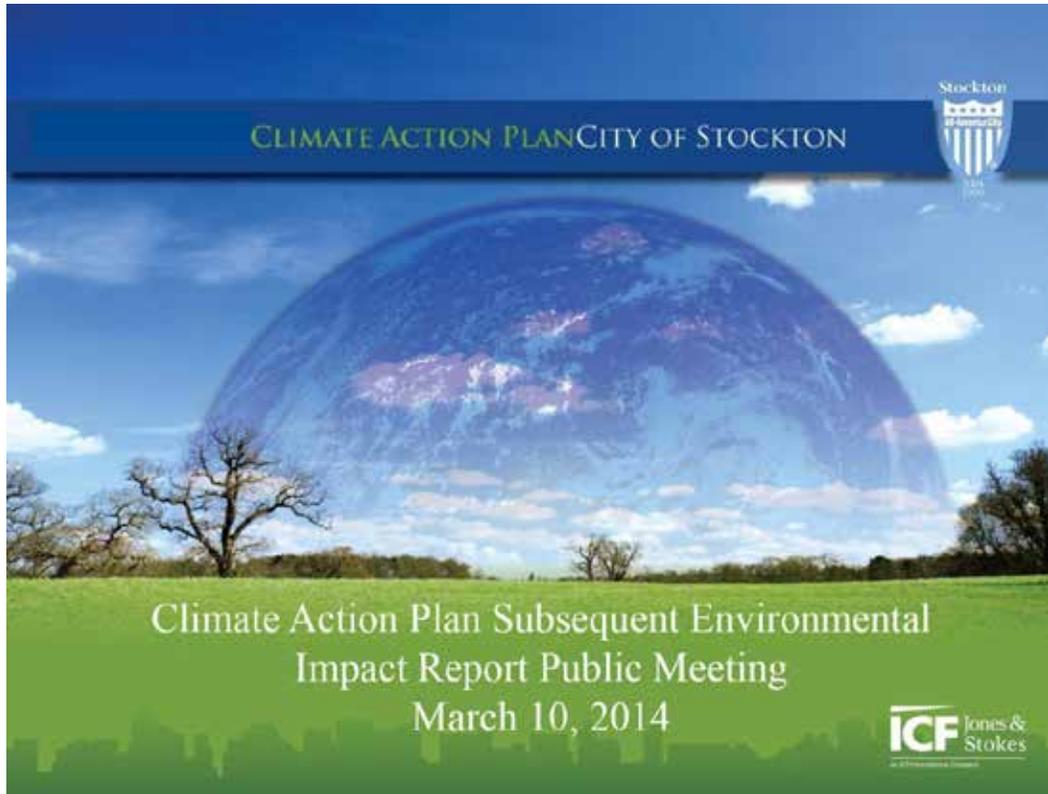
Summary of GHG Emissions Reductions by Sector (MT CO₂e)



GHG Reductions Achieved within Stockton by State Programs (MT CO₂e)

State Actions to Reduce GHG Emissions	MT CO ₂ e
State-1: Senate Bills 1078/107/X 1-2 (Renewable Portfolio Standard)	101,208
State-2: Title 24 Standards for Non-Residential and Residential Buildings	26,196
State-3: AB 1109 (Huffman) Lighting Efficiency and Toxics Reduction Act	23,314
State-4: AB 32 Solar Water Heaters	886
State-5: AB 1493 (Pavley I)	115,713
State-6: Advanced Clean Cars ^b	16,847
State-7: Executive Order S-1-07 (Low Carbon Fuel Standard)	112,962
State-8: AB 32 Transportation Reduction Strategies ^c	23,458
State-9: AB 32 High Global Warming Potential GHG Reduction Strategies	18,697
State-10: AB 32 Landfill Methane Program	34,135
Total Reductions from State Programs	473,415

Presentation



Slide 1



Slide 2

Draft Climate Action Plan Purpose

- General Plan Settlement Agreement
- The purpose of the CAP is to satisfy the terms of the Settlement Agreement and General Plan Policy HS-4.20 (see CAP Synopsis):
 - Development of a GHG emissions inventory and estimates of emissions in 1990 and 2020.
 - Identification of emissions reduction targets, consistent with Assembly Bill 32
 - Identification of a goal to reduce vehicle miles traveled (VMT)
 - Identification of measures to reduce GHG emissions.

ICF Jones & Stokes

Slide 3

Draft Climate Action Plan Development

- Climate Action Plan developed by City Staff and Consultants in concert with the Climate Action Plan Advisory Committee (CAPAC).
- CAPAC members appointed by the City Council to be broadly representative of diverse interests in the City
 - Business
 - Developer
 - Labor
 - Non-Profit
 - Environmental
- CAPAC meets monthly and meetings are open to public.
- Key documents posted on the web at:
<http://www.stocktongov.com/government/boardcom/clim.html>

ICF Jones & Stokes

Slide 4

Draft Climate Action Plan Contents



- Executive Summary
- Introduction
- City of Stockton's Greenhouse Gas Emissions Inventory and Forecast
- Emissions Reduction Measures and Cost/Benefit Analysis
- Implementation Strategies
- Appendices



Slide 5

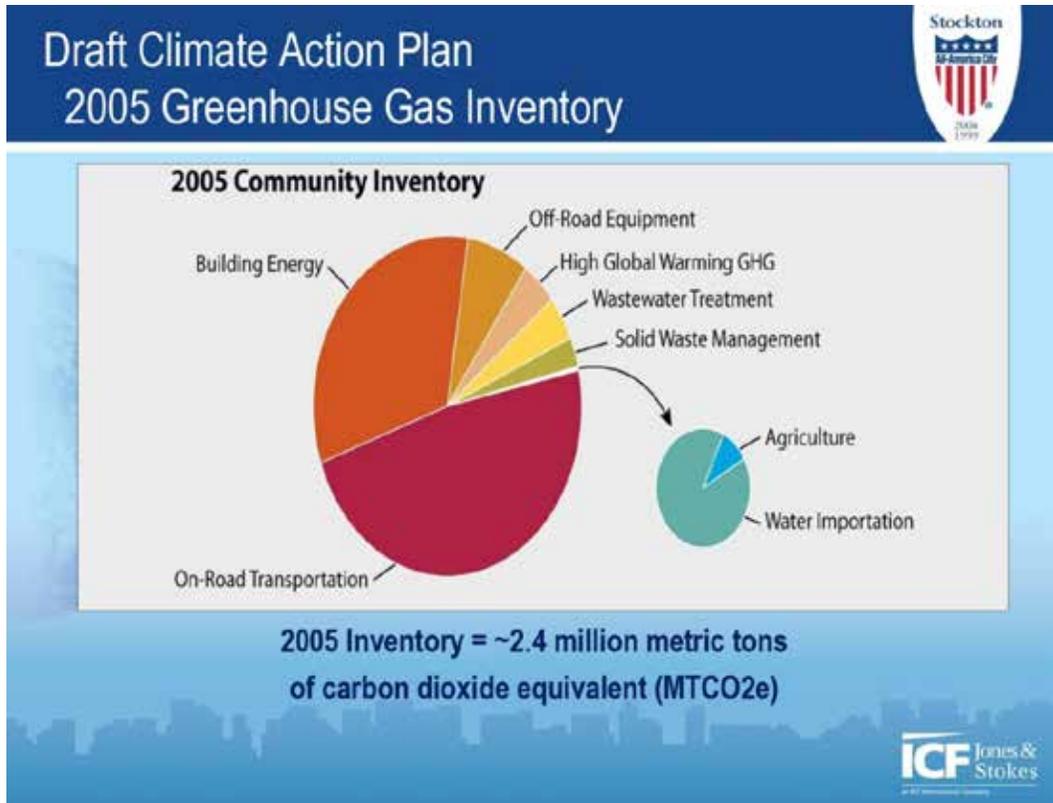
Draft Climate Action Plan Greenhouse Gas Inventory and Forecast



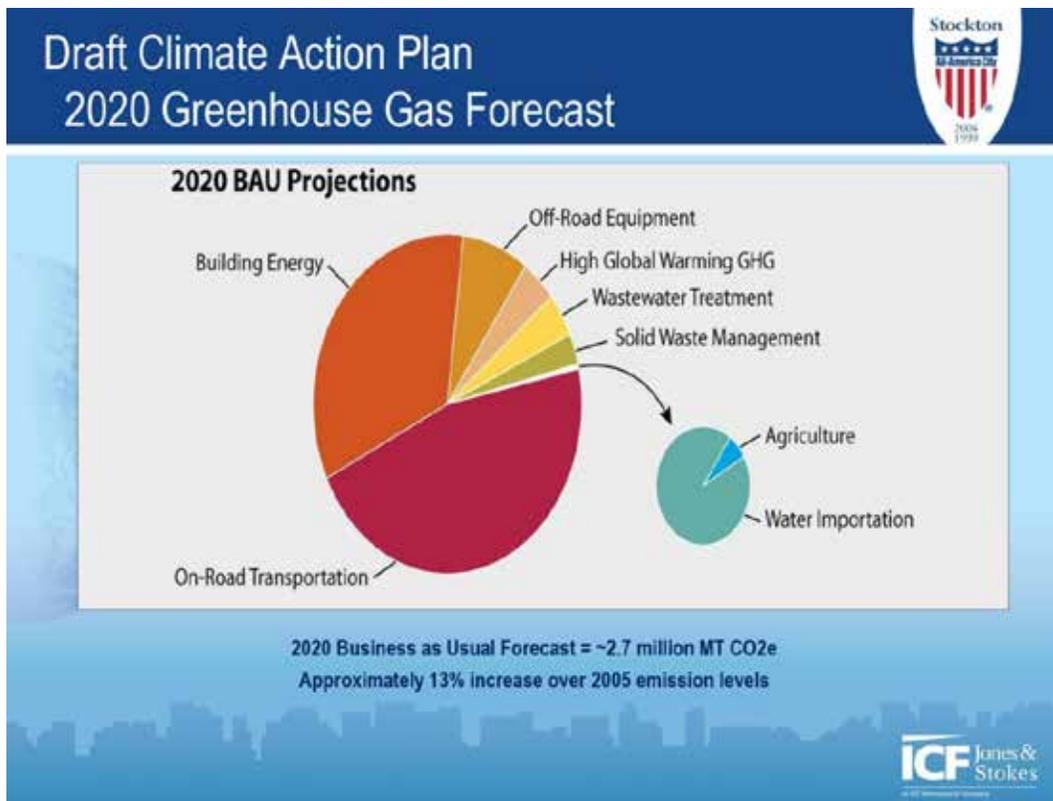
- Inventory of 2005 GHG emissions
- Forecasted 2020 GHG emissions
- GHG emissions from "community activities"
 - Energy consumed in houses and businesses
 - Emissions from vehicles (on road/off-road)
 - Landfill emissions from waste generated in the City
 - Emissions associated with transporting water to City
 - Emissions associated with wastewater treatment
 - Several minor sector (chemical product use, agriculture)



Slide 6



Slide 7



Slide 8

Draft Climate Action Plan Greenhouse Gas Emission Reduction Target



- Settlement Agreement requires the City to adopt a GHG reduction goal...
 - *"in accordance with reduction targets in AB 32, other state laws, or applicable local or regional enactments addressing GHG emissions, and with Air Resources Board regulations and strategies adopted to carry out AB32..."*
- CAP identifies a reduction target that is feasible given current economic conditions.
 - 10% below 2005 levels.
 - Consistent with required statewide reductions.
 - Equates to a reduction of ~550,000 metric tons.



Slide 9

Draft Climate Action Plan Vehicle Miles Travelled Reduction Goal



- **Vehicle Miles Travelled Reduction Goal**
 - Settlement Agreement requires the growth in VMT be no more than the growth in population
 - 11% growth in City population between 2005 and 2020
 - Implementation of the CAP limits citywide VMT growth to 9% (2% below population growth)



Slide 10

Draft Climate Action Plan Greenhouse Gas Reduction Measures



- Broad list of potential measures to reduce greenhouse gas emissions
- Measures consider technical, economic, financial, and institutional feasibility
- Measures and programs apply to existing building and new development



Slide 11

Draft Climate Action Plan Reduction Emission Sectors



- CAP addresses eight primary emissions sectors
 -  Building Energy Use
 -  Transportation and Land Use
 -  Waste Generation
 -  Water Consumption
 -  Wastewater Treatment
 -  Urban Forestry
 -  High Global Warming Potential GHGs
 -  Off-Road Vehicle Use



Slide 12

Draft Climate Action Plan Greenhouse Gas Reduction Measures



GHG Reductions Achieved through State Programs (MT CO₂e)

State Actions to Reduce GHG Emissions	MT CO ₂ e
State-1: Senate Bills 1078/107/X 1-2 (Renewable Portfolio Standard)	101,000
State-2: Title 24 Standards for Non-Residential and Residential Buildings	26,000
State-3: AB 1109 (Huffman) Lighting Efficiency and Toxics Reduction Act	23,000
State-4: AB 32 Solar Water Heaters	<1,000
State-5: AB 1493 (Pavley I)	116,000
State-6: Advanced Clean Cars ^b	17,000
State-7: Executive Order S-1-07 (Low Carbon Fuel Standard)	113,000
State-8: AB 32 Transportation Reduction Strategies ^c	23,000
State-9: AB 32 High Global Warming Potential GHG Reduction Strategies	19,000
State-10: AB 32 Landfill Methane Program	34,000
Total Reductions from State Programs	473,000




Slide 13

Draft Climate Action Plan Local Greenhouse Gas Reduction Measures





- City of Stockton Measures
 - Local voluntary measures
 - Incentive based (e.g., rebates)
 - Local mandatory measures
 - Required by State law (e.g., Senate Bill X7-7)
 - Development Review Process (DRP)
 - Project applicants choose the most appropriate GHG reduction measures for their projects
 - 29% reduction compared to Business as Usual
 - No change from current CEQA practice
 - Actions directly undertaken by the City municipal government





Slide 14

Draft Climate Action Plan Local Reduction Measures



- Energy Sector Measures
 - Increasing energy efficiency
 - Increasing use of renewable energy
 - Improving City lighting energy efficiency
 - All private sector measures are voluntary
 - Measures in this sector would result in
 - Long-term net savings to the City government
 - Long-term net savings for participating residences and businesses.



Slide 15

Draft Climate Action Plan Local Reduction Measures



- Transportation Sector Measures
 - Supporting downtown residential growth
 - Supporting other infill along transportation corridors
 - Maintaining transit use in the City
 - Expanding bike and pedestrian paths
 - Improving goods movement
 - Measures in this section fulfill multiple purposes of mobility, balanced growth, air pollution reduction.
 - Cost-effectiveness varies by measure



Slide 16

Draft Climate Action Plan Local Reduction Measures





- Other Sector Measures
 - Continue ongoing efforts to reduce waste generation and promote recycling
 - Continue ongoing efforts to conserve and use water efficiently to meet state mandates
 - Energy-efficiency upgrades at City’s wastewater treatment plant
 - Supporting incentives for alternative fuel use for the off-road sector
 - Planting to expand City’s urban forest
 - Responsible disposal of consumer products










Slide 17

Draft Climate Action Plan Greenhouse Gas Reductions Overall

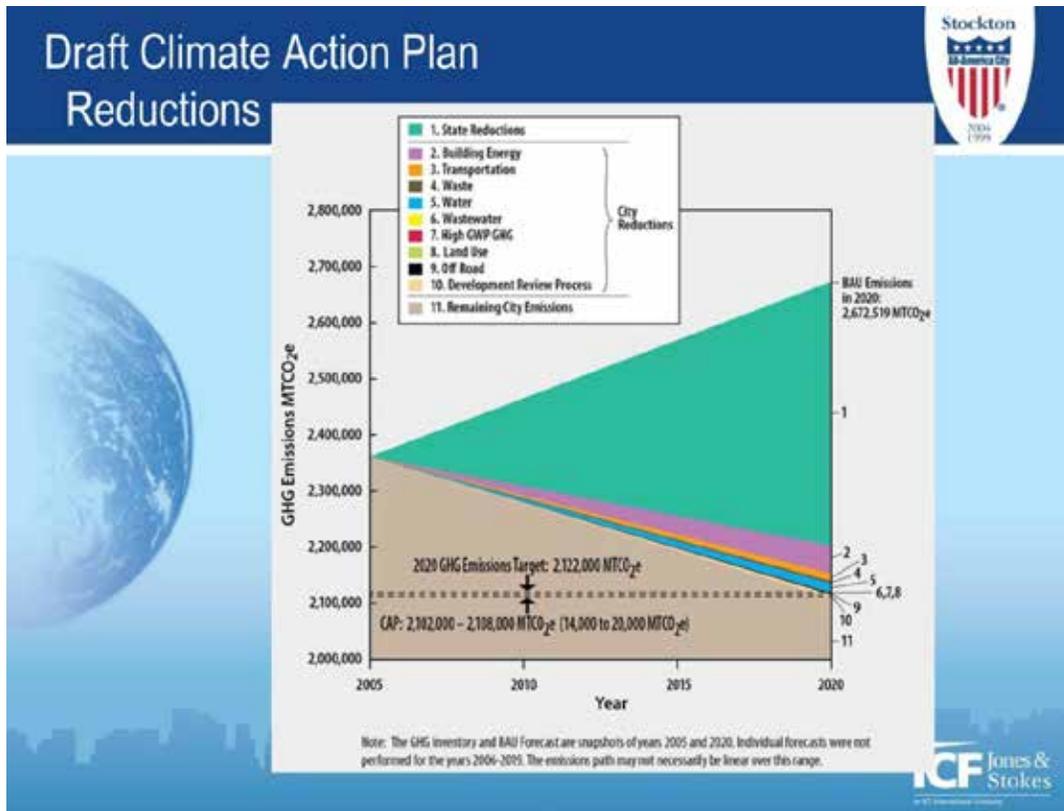


GHG Emissions Reductions by Sector

GHG Emissions	MT CO ₂ e	Percent of Total Reduction (%)
State Programs	473,000	83%
Local Programs		
Development Review Process	5,000	1%
Building Energy Use Measures	49,000	9%
Land Use and Transportation Measures	14,000 – 19,000	2 to 3%
Waste Generation Measures	4,000	1%
Water Consumption Measures	16,000	3%
Wastewater Treatment Measures	300	0.1%
Urban Forestry Measures	<100	0.01%
High GWP GHG Measures	300	0.05%
Off-Road Vehicle Measures	3,000	0.5%
Subtotal for Local programs	92,000 – 97,000	16 to 17%
Total Reductions	565,000 – 570,000	100%



Slide 18



Slide 19

Draft Climate Action Plan Cost/Benefit Analysis

- Based on data from the CA Public Utilities Commission, CA Energy Commission, EPA, DOE, and PG&E
- Costs and savings estimated
 - Initial capital costs
 - Operations and maintenance costs
 - Operational savings
 - Implementation costs
 - Payback period
 - Cost per metric ton CO_{2e}
- Cost and savings incurred by the City, private residents, and businesses



Stockton
California City
2004
1999

ICF Jones & Stokes
an RT International Company

Slide 20

Draft Climate Action Plan Co-Benefits of Reduction Measures



- Reduced energy use
- Reduced waste generation
- Resource conservation
- Energy diversification/security
- Reduced air pollution
- Increased property values
- Reduced energy price volatility
- Economic growth
- Public health improvements
- Increased quality of life
- Reduced urban heat island effect
- Smart growth



Slide 21

Draft Climate Action Plan Implementation



- Administration and staffing
- Long term financing
- Phased Implementation from 2014 to 2020
- Supporting strategies
- Community outreach and education

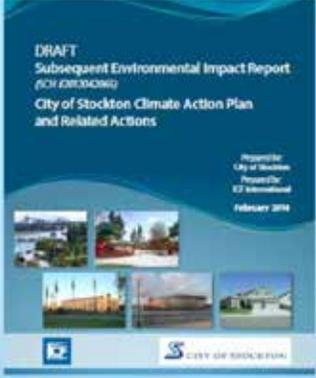


Slide 22

Draft Subsequent Environmental Impact Report - Approach



- Builds on EIR from the General Plan
- Provides additional analysis of Climate Action Plan and Transit Plan/Program
- Identifies where impacts would be *greater* or *different* from those disclosed in the General Plan EIR



Slide 23

Draft Subsequent Environmental Impact Report – Key Findings



- Climate Action Plan and related actions would result in only the following environmental impacts beyond those disclosed in the General Plan EIR
- Greenhouse Gas Emissions:
 - The CAP (and related actions) would lower GHG emissions compared to taking no action.
 - The CAP would help reduce GHG emissions in the City by 2020 to be consistent with AB 32.
 - Beyond 2020, development would result in additional GHG emissions not addressed by the CAP due to the 2020 horizon of the CAP and AB 32.
 - Additional local and state action after 2020 will be necessary to meet long-term GHG goals.



Slide 24

Draft Subsequent Environmental Impact Report – Key Findings



- Climate Action Plan and related actions would result in only the following environmental impacts beyond those disclosed in the General Plan EIR
- Increased severity of several impacts :
 - Vehicle traffic congestion in downtown:
 - may be worse due to greater residential and mixed use growth in the downtown area even though overall vehicle miles travelled will be reduced.
 - Potential increased exposure to floods due to development in flood prone areas
 - Potential affects to historic buildings and visual aesthetics due to increased number of solar roofs.



Slide 25

Draft Subsequent Environmental Impact Report – Key Findings



- Mitigation identified in the Draft SEIR
 - CUL-MM-1: Downtown Specific Plan Alternative Analysis
 - CUL-MM-2: Historic Building Solar Roof Alternatives Review
 - AES-MM-1: Solar Roof Design Requirements to Reduce Glare Where Necessary for Public Safety
 - CC-1: Develop and implement a Climate Adaptation Plan for the City of Stockton



Slide 26

Draft Subsequent Environmental Impact Report – Key Findings



- Alternatives Analyzed in the Draft SEIR
 - No Project Alternative: required by CEQA
 - Greater Density (CAP Alternative)
 - Greater Efficiency (CAP Alternative)
 - Community Choice Aggregation (CAP Alternative)
 - Transit 5% Mode Share (Transit Plan/Program Alternative)
- Other alternatives considered but not analyzed further because did not meet project objectives, or were not feasible, or did not lower environmental impacts of proposed project.



Slide 27

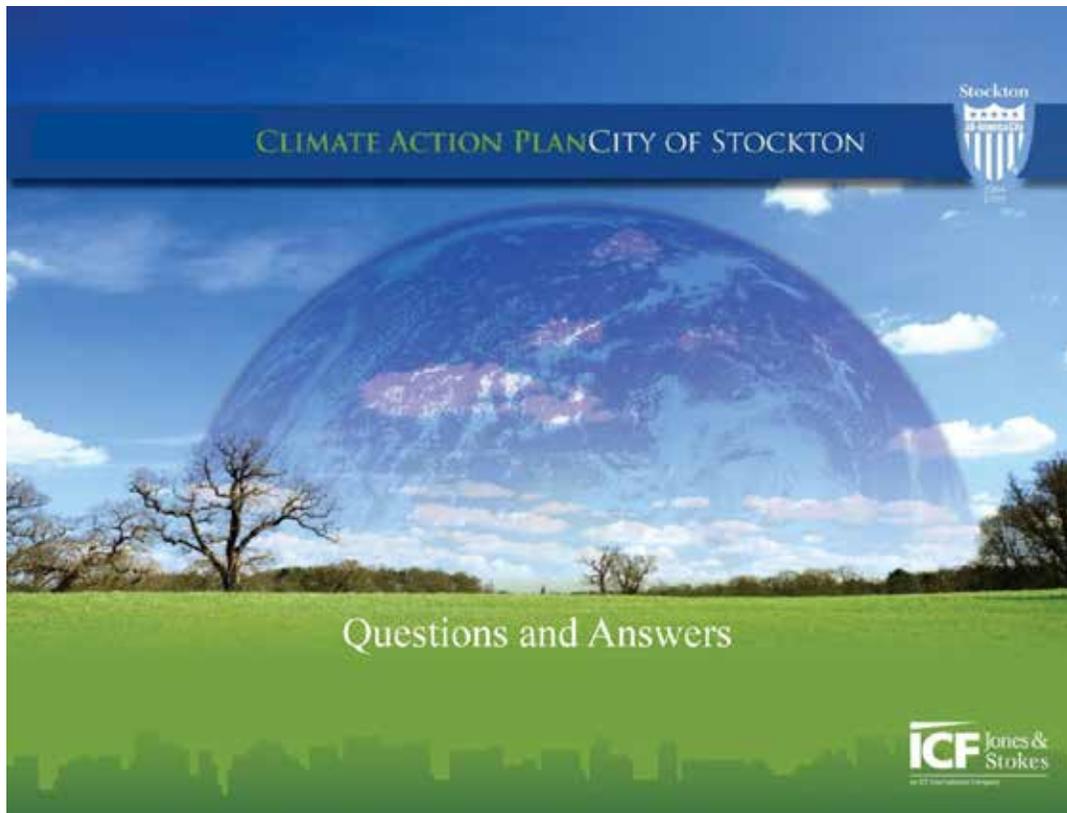
Draft Climate Action Plan/SEIR Next Steps



- Draft Subsequent Environmental Impact Report
 - February 2014
- 2nd Community Meeting
 - March 10, 2014
- Second Quarter 2014
 - CAPAC meetings
 - PC Workshop & City Council Study Session
 - CAP revisions
 - Response to DSEIR Comments
- Third/Fourth Quarters 2014
 - CAPAC Meetings
 - Proposed Climate Action Plan
 - Final SEIR
 - Planning Commission Consideration
 - City Council Consideration



Slide 28



Slide 29 – End of Presentation

Appendix B: Noticing

Publication: *The Record*
Day, Date: Sunday, March 2, 2014
Ad Size: 3 column x 10.5"
Color: No, B&W only
Caption: Stockton Climate Action Plan
Frequency: 1x

Public Meeting: Draft Environmental Impact Report for the Stockton Climate Action Plan

Monday, March 10, 2014

5:30 p.m. – 7:00 p.m.

South Hall

Stockton Civic Memorial Auditorium

525 North Center Street, Stockton

The City of Stockton Community Development Department has completed a Draft Programmatic Subsequent Environmental Impact Report (SEIR) for the Stockton Climate Action Plan and related plans/programs. The goal of the proposed Climate Action Plan and related plans/programs is to reduce greenhouse gas emissions to 10 percent below 2005 levels by the year 2020, as required by Assembly Bill 32, the Global Warming Solutions Act of 2006; the California Air Resources Board Scoping Plan; and the 2008 Settlement Agreement between the City of Stockton, the Attorney General of California, and the Sierra Club.

Public comments on the Draft EIR are welcome.

A community meeting/workshop to accept oral and written comments regarding the environmental document will be held on March 10, 2014. A copy of the Draft EIR may be reviewed and/or obtained at <http://www.stocktongov.com/government/boardcom/clim.html> or at the following address: Community Development Department, Planning and Engineering Division, 345 North El Dorado Street, Stockton, CA 95202. The Draft EIR may also be reviewed at the following public library locations:

Cesar Chavez Central Library

605 North El Dorado Street
Stockton, CA 95202

Maya Angelou Branch Library

2324 Pock Lane
Stockton, CA 95205

Weston Ranch Branch Library

1453 West French Camp Road
Stockton, CA 95206

Margaret K. Troke Branch Library

502 West Benjamin Holt Drive
Stockton, CA 95207

Send your written comments to David Stagnaro, AICP Planning Manager, at 345 North El Dorado Street, Stockton, CA 95202 or at david.stagnaro@stocktongov.com. Comments on the Draft EIR must be received at this same address no later than April 7, 2014, at 5:00 p.m. Further information may be obtained by contacting the City Planning and Engineering Division at (209) 937-8266.

A Spanish-language translator will be available at the public meeting. If you require translation in other languages, please contact the Public Information Coordinator. Individuals who require special accommodations (American Sign Language interpreter, accessible seating, document in alternate formats, etc.) are asked to contact the Public Information Coordinator at least 3 days prior to the public meeting.

Public Information Coordinator: (209) 464-8707, Ext. 101, or
Hotline@buethecommunications.com.

Climate Action Plan City of Stockton




CITY OF STOCKTON

**City of Stockton
News Release – Climate Action Plan
Tuesday, February 4, 2014
Page 2 of 3**

than, Monday, April 7, 2014, at 5:00 p.m.

The 2006 Global Warming Solutions Act (Assembly Bill 32) established a statewide greenhouse gas (GHG) emissions reductions goal to achieve 1990 levels by 2020. The City's 2035 General Plan, which was adopted in 2007, established new policies and initiatives to meet those goals. In addition, the City entered into a Settlement Agreement with the California Attorney General and Sierra Club with a commitment to prepare a Climate Action Plan. The Climate Action Plan Committee has been meeting regularly to develop GHG inventories and goals, a Green Building Ordinance, a Transit Plan/Program, and GHG Reduction Measures to include in the Climate Action Plan. The Climate Action Plan and Environmental Impact Report are now complete.

The Climate Action Plan will provide the roadmap for reducing the GHG emissions at the City level. The State of California Air Resources Board Scoping Plan calls for communities throughout California to contribute to the statewide reductions. The Climate Action Plan calls for the City level programs to reduce GHG emissions by 17 percent, and an 83 percent reduction from State level programs. If Stockton did nothing to reduce GHG, an estimated 2,672,519 metric tons of carbon dioxide would be produced from all sources within the community, such as traffic and industrial and manufacturing activities. Stockton's goal is to reduce GHG to 2,122,000 metric tons by 2020.

The Climate Action Plan contains 24 separate reduction measures and includes

-more-more-more-

**City of Stockton
News Release – Climate Action Plan
Tuesday, February 4, 2014
Page 3 of 3**

changes in development, such as adaptive reuse of land and structures, infill development, increasing housing density, housing that is closer to transit (buses and rail), and walkable neighborhoods.

In 2013, the Urban Land Institute (ULI) presented recommendations in a report that recognized public/private partnerships and private investment as a means of creating an economically vibrant downtown and achieving the goals of the Climate Action Plan. A copy of the report is available on the City of Stockton web site at www.stocktongov.com.

Once adopted, the Climate Action Plan will be implemented over three (3) phases: Phase 1 in 2014-2015 focuses on development and implementation of key programs, ordinances and policies; Phase 2 in 2016-2017 provides for a mid-course evaluation to see whether the GHG reduction measures are working as planned; and Phase 3 in 2018-2020 continues to implement, analyze and adjust measures and programs.

For additional information, please visit the City of Stockton web site at www.stocktongov.com/climateaction or call (209) 937-8266.

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All News Releases can be found on the City of Stockton website. www.stocktongov.com/news

#

CITY OF STOCKTON
PUBLIC NOTICE OF AVAILABILITY/NOTICE OF COMMUNITY MEETING
DRAFT PROGRAMMATIC SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
(Pursuant to Public Resources Code Sections 21092 and 21092.3 and
Cal. Code of Regulations Title 14, Section 15087)

The City of Stockton Community Development Department has completed, independently reviewed and analyzed the following Environmental Impact Report:

Draft Programmatic Subsequent Environmental Impact Report (SEIR) for the Climate Action Plan (CAP) and related plans/programs (P14-014). The goal of the proposed Climate Action Plan and related plans/programs is to reduce greenhouse gas (GHG) emissions to 10 percent below 2005 levels by the year 2020 consistent with the requirements of Assembly Bill 32 (AB 32) Global Warming Solutions Act of 2006, the California Air Resources Board (CARB) Scoping Plan (2008), and the 2008 Settlement Agreement between the City of Stockton, the Attorney General of California, and the Sierra Club.

A copy of the Draft EIR may be reviewed and/or obtained at the following addresses:

Community Development Department or at: <http://www.stocktongov.com/government/boardcom/clim.html>
Planning and Engineering Division
345 North El Dorado Street
Stockton, CA 95202

The Draft EIR may also be reviewed at the following public library locations:

Cesar Chavez Central Library
605 North El Dorado Street
Stockton, CA 95202

Maya Angelou Branch Library
2324 Pock Lane
Stockton, CA 95205

Weston Ranch Branch Library
1453 W. French Camp Road
Stockton, CA 95206

Margaret K. Troke Branch Library
502 West Benjamin Holt Drive
Stockton, CA 95207

Any written comments on this document must be received at this same address no later than **April 7, 2014 at 5:00 p.m.**. Further information may be obtained by contacting the City Planning Division at (209) 937-8266.

A community meeting/workshop to accept oral and written comments regarding the environmental document has been scheduled for and shall be conducted by the City of Stockton Planning and Engineering Division at the South Hall of the Civic Memorial Auditorium, 525 North Center Street, Stockton, CA on the following date/time: **March 11, 2014 at 5:30-7:00 p.m.**. Anyone wishing to present oral or written comments regarding the above-noted environmental document may appear at the public meeting/workshop.

STEVE CHASE, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

PLEASE PRINT ON **February 5, 2014.**

Bill: Community Development Department
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997

Please enclose Affidavit of Publication with invoice.

2/5/2014

Stockton's climate action plan available for public review | Recordnet.com

News

STOCKTON'S CLIMATE ACTION PLAN AVAILABLE FOR PUBLIC REVIEW

By ***The Record***

February 04, 2014

STOCKTON – The city's Climate Action Plan and associated Environmental Impact Report will be available for public review and comment beginning Wednesday at www.stocktongov.com/climateaction and at the Community Development Department Permit Center, 345 N. El Dorado Street.

Copies are also available at Cesar Chavez Central Library, Maya Angelou Library, Weston Ranch Library and Margaret K. Troke Library. For library locations and hours, visit www.ssjcpl.org.

A community meeting and workshop is scheduled for 5:30 p.m. to 7 p.m. March 10 at the Stockton Memorial Civic Auditorium, 525 N. Center Street. Community members will have the opportunity to submit comments at the meeting. Members of the public also may submit written comments to the Community Development Department. Written comments must be received at the Community Development Department no later than 5 p.m. April 7.

For more information, or call (209) 937-8266.

News

CLIMATE ACTION PLAN THE SUBJECT OF COMMUNITY MEETING ON MONDAY

By *The Record*
March 05, 2014

STOCKTON – The city's draft of a Climate Action Plan will be the subject of a community meeting and workshop from 5:30 to 7 p.m. Monday in the south hall of the Stockton Civic Memorial Auditorium.

The goal of the proposed Climate Action Plan is to reduce greenhouse gas emissions to 10 percent below 2005 levels by the year 2020, as required by Assembly Bill 32, the Global Warming Solutions Act of 2006; the California Air Resources Board Scoping Plan; and a 2008 settlement agreement between the Stockton, the California Attorney General and the Sierra Club.

A copy of the Climate Action Plan draft is available at stocktongov.com/government/boardcom/clim.html.

A Spanish translator will be available at the meeting. For more information call (209) 464-8707, ext. 101 or send an email to Hotline@buethecommunications.com.

News

SHRINKING STOCKTON'S FOOTPRINT

'CLIMATE ACTION PLAN' CHARTS COURSE TO GREENER FUTURE, BUT CARRIES HEFTY PRICE

Print this Article Email this Article

Text Size: A | A | A

Photo 1 of 2 | Zoom Photo +



The "climate action plan" calls for 3,000 new homes and apartments in downtown Stockton by 2020. CLIFFORD OTO/The Record

By **Alex Breitler**

February 12, 2014

Record Staff Writer

February 12, 2014 12:00 AM

Patch up those leaks. Change those light bulbs. Sort those recyclables.

Stockton's draft "climate action plan," published this month after more than five years of deliberation, reads almost like a multimillion-dollar honey-do list.

In reality, it is a sweeping set of strategies to reduce the impact of Stockton's future growth - strategies that will require a "substantial effort" by the entire community during a time of economic distress.

To weigh in

A meeting has been scheduled to gather public comments on the city's draft climate plan. The meeting is scheduled for 5:30 p.m. March 10 at the Stockton Memorial Civic Auditorium, 525 N. Center St.

Comments on the plan will be accepted through April 7.

The plan and its accompanying environmental impact report is at stocktongov.com/climateaction.

The climate plan is required as part of a 2008 legal settlement between the city, the Sierra Club and then-California Attorney General Jerry Brown, who threatened to intervene in a lawsuit over Stockton's sprawl.

The climate plan must be considered, though not necessarily approved, by the City Council.

Even if it is approved, it's unclear how much of the plan will be executed.

Its cost has been estimated at \$28.5 million to the bankrupt city government, and anywhere from \$68 million to \$426 million to private residences and businesses.

Energy savings would offset some of the cost, and state and federal grants would be sought to pay for portions of the plan. Still, if no funding is found, some of the plan simply won't happen, officials say.

Few members of the general public have commented or participated in the process, despite the far reach of the

plan.

"This is Stockton's contribution to the overall state effort" of reducing greenhouse gas emissions, said David Stagnaro, the city's planning manager. "We really do want to have as much public involvement as possible."

The plan includes:

» Retrofits: Thousands of Stockton's older, draftier homes would be patched up to save energy. Willing homeowners would collectively pay tens of millions of dollars on home-energy projects that could be financed through loans. Energy savings would eventually offset the cost.

» Downtown development: The plan sets an ambitious goal of 3,000 homes and apartments downtown by 2020 - a goal that officials admit may not be achievable.

For perspective, just 256 new housing units were built downtown from 2002 through 2011. Separate amendments to the city's general plan would provide incentives needed to reverse that trend.

» Solar: Fifteen percent of covered parking lots would be retrofitted with solar panels, and private homes and businesses would be encouraged to install rooftop panels. Solar would account for 5 percent of home energy use and 10 percent of business energy use.

» Lighting: Outdoor public lighting would be upgraded to LED bulbs, and homes and businesses would be encouraged to switch out older bulbs, also.

» Trees: Starting in 2016, 500 to 900 trees would be planted each year in Stockton, sucking up carbon dioxide and reducing greenhouse gases. The city is not in the financial position to plant trees now, the plan says.

» Recycling: The city would aim to divert 75 percent of its 700,000 tons of waste each year away from landfills - a rate higher than required by law, the plan says. A special program would be established to collect hundreds of old refrigerators and freezers, which can be sources of particularly potent greenhouse gases.

» Transportation: New mass transit routes, improvements to the city's bike paths, and pedestrian safety projects would be pursued.

» Water: Stockton would attempt to cut water consumption to about 165 gallons per person, per day, in accordance with state law. The city would encourage residents to replace inefficient shower heads or toilets and seek to improve energy efficiency at its wastewater treatment plant.

In all, Stockton would slash its greenhouse gas emissions by about 10 percent. That's roughly equivalent to taking 120,000 cars off the road each year.

Most of the reductions, however, would be a result of state rules and regulations over which the city has little control.

The biggest local reductions would come from sealing up all those old houses, reducing their demand for energy and thus reducing emissions from power plants.

"There's a lot of conservation programs in the climate action plan that at this point are not sexy," said Eric Parfrey, with the slow-growth group Campaign for Common Ground.

"But retrofitting our existing housing stock is incredibly important," he said. "On paper, you get huge savings."

Contact reporter Alex Breitler at (209) 546-8295 or abreitler@recordnet.com. Follow him at recordnet.com/breitlerblog and on Twitter [@alexbreitler](https://twitter.com/alexbreitler).

HOME

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News Release
March, 7, 2014

Climate Action Plan City of Stockton



CONTACT: Connie Cochran
Public Information Officer
City of Stockton
(209) 937-8827
Connie.cochran@stocktongov.com

FOR IMMEDIATE RELEASE:
March 7, 2014

**PUBLIC MEETING SET FOR MONDAY, MARCH 10, 2014,
TO REVIEW STOCKTON CLIMATE ACTION PLAN**

(Stockton, CA)—Members of the public are invited to attend a community meeting and workshop to review and comment on the Draft Environmental Impact Report for the City of Stockton Climate Action Plan. The meeting will be held Monday, March 10, 2014, 5:30 p.m. to 7:00 p.m. in the South Hall, Stockton Memorial Civic Auditorium, 525 North Center Street, Stockton.

Public comments on the Climate Action Plan and Draft EIR are welcome. A copy of the Climate Action Plan and Draft EIR may be reviewed at <http://www.stocktongov.com/climateaction> or at the following address: Community Development Department, Planning and Engineering Division, 345 North El Dorado Street, Stockton, CA 95202. The Draft EIR may also be reviewed at the following public library locations:

Cesar Chavez Central Library
605 North El Dorado Street
Stockton, CA 95202

Maya Angelou Branch Library
2324 Pock Lane
Stockton, CA 95205

Margaret K. Troke Branch Library
502 West Benjamin Holt Drive
Stockton, CA 95207

Weston Ranch Branch Library
1453 West French Camp Road
Stockton, CA 95206

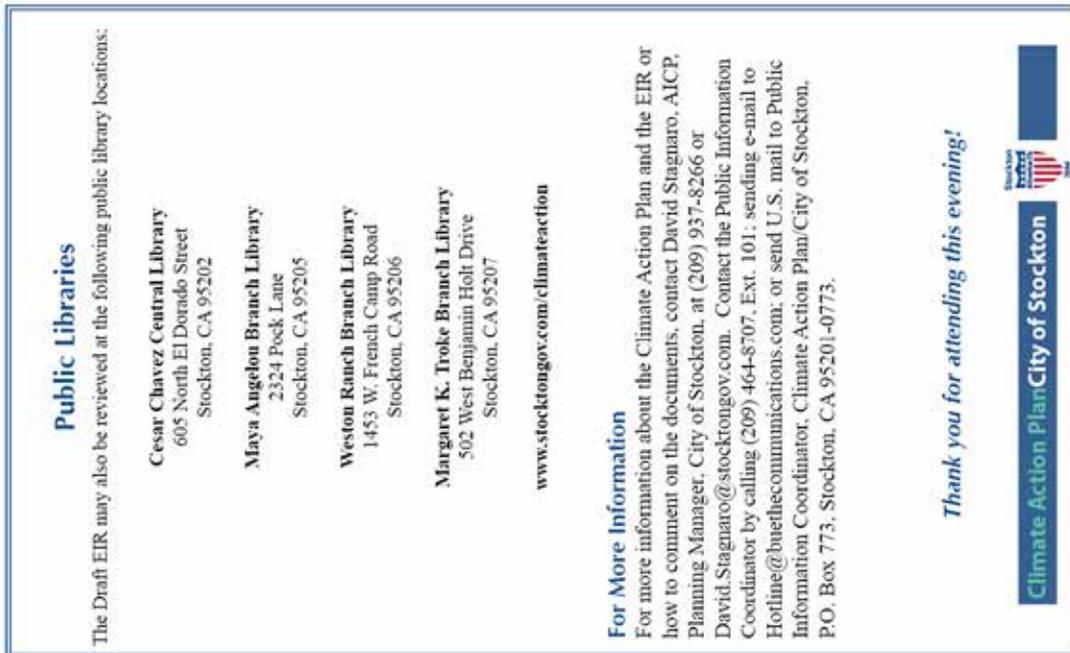
Written comments may be sent to David Stagnaro, AICP, Planning Manager, at 345 North El Dorado Street, Stockton, CA 95202 or at david.stagnaro@stocktongov.com. Comments on the Draft EIR must be received at this same address no later than April 7, 2014, at 5:00 p.m. Further information may be obtained by contacting the City of Stockton Planning and Engineering Division at (209) 937-8266.

A Spanish-language translator will be available at the public meeting.

#

Appendix C: Handouts

Agenda, front and back cover



Agenda, inside left and right



Climate Action Plan City of Stockton

Tonight's Agenda

March 10, 2014

5:30 p.m.

Welcome and Introductions

Judith Buethe
Public Outreach Coordinator

Project Background

Dave Stagnaro, AICP
Planning Manager
City of Stockton

Project Presentation

Rich Walter
Principal
ICF International

6:00 p.m.

Questions and Comments

Members of the Public

6:30 p.m.

Visit Information Stations

7:00 p.m.

Adjourn

Climate Action Plan

Project Background

The City of Stockton must reduce its greenhouse gas emissions to 10% below 2005 levels by the year 2020. This goal is required by Assembly Bill 32, the Global Warming Solutions Act of 2006; the California Air Resources Board Scoping Plan; and the 2008 Settlement Agreement between the city of Stockton, the Attorney General of California, and the Sierra Club.

The City of Stockton Community Development Department has completed a Draft Programmatic Subsequent Environmental Impact Report (SEIR) for the Stockton Climate Action Plan and related plans/programs.

Ways to reduce the City's greenhouse gas emissions may include supportive policies and programs for energy efficiency, renewable energy, smart-growth initiatives, transit-oriented development, new housing and development in the Greater Downtown area of the City, and other strategies.

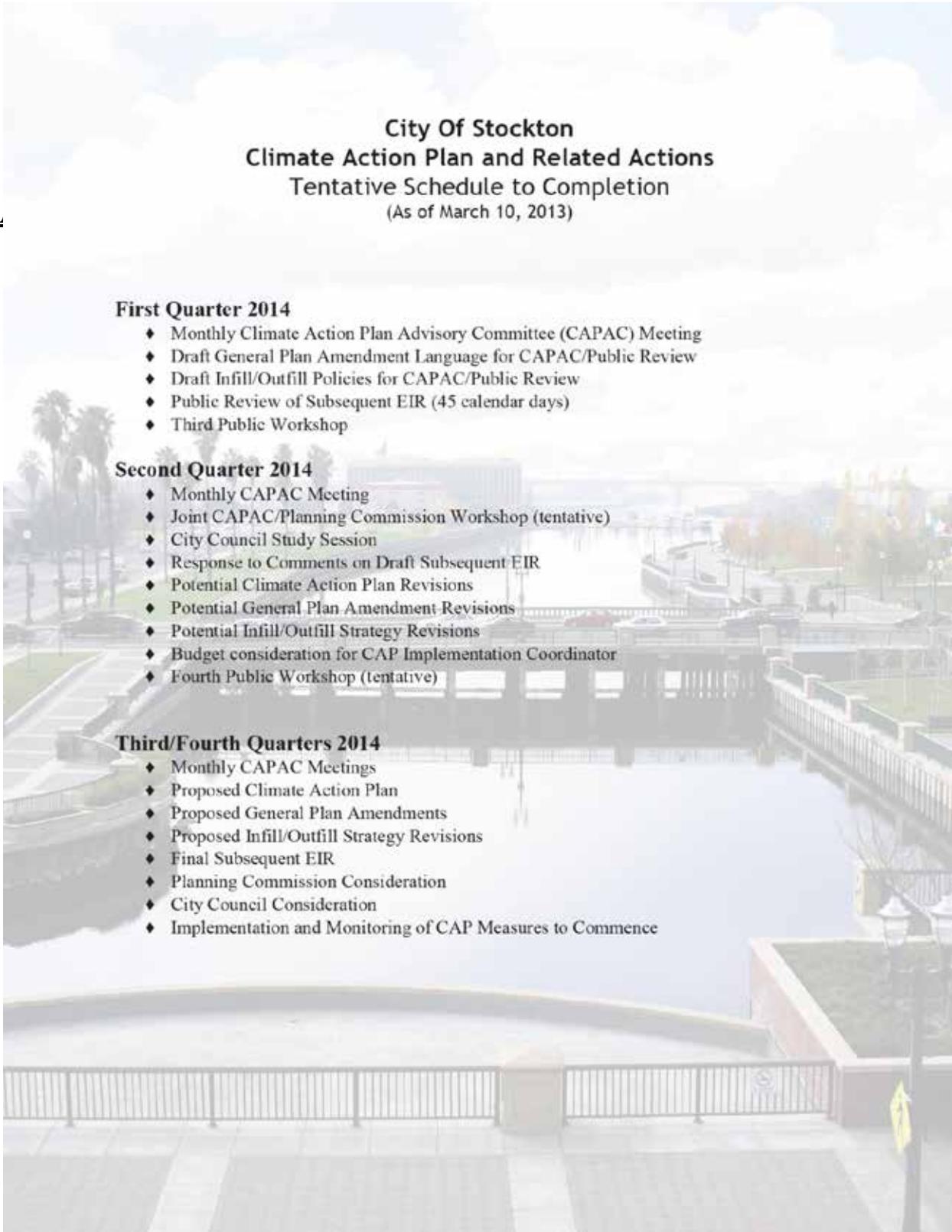
Information about the Climate Action Plan is available for viewing this evening, as is the Draft Subsequent Environmental Impact Report (SEIR). The SEIR may be reviewed and/or obtained at <http://www.stocktongov.com/government/boardcom/clim.html> or at the following address: Community Development Department, Planning and Engineering Division, 345 North El Dorado Street, Stockton, CA 95202. The Draft EIR may also be reviewed at the public library locations on the back of this program.

City of Stockton

Comment on the City of Stockton Climate Action Plan and on the Notice of Preparation of a Subsequent Environmental Impact Report

Comment sheets are available this evening, and a public stenographer is available for dictated comments. Comments will be received until 5:00 p.m., April 7, 2014. Your written or dictated comments will become part of the public record and will be considered in developing the Climate Action Plan and Subsequent Environmental Impact Report.

Tentative Schedule Handout



City Of Stockton
Climate Action Plan and Related Actions
Tentative Schedule to Completion
(As of March 10, 2013)

First Quarter 2014

- ◆ Monthly Climate Action Plan Advisory Committee (CAPAC) Meeting
- ◆ Draft General Plan Amendment Language for CAPAC/Public Review
- ◆ Draft Infill/Outfill Policies for CAPAC/Public Review
- ◆ Public Review of Subsequent EIR (45 calendar days)
- ◆ Third Public Workshop

Second Quarter 2014

- ◆ Monthly CAPAC Meeting
- ◆ Joint CAPAC/Planning Commission Workshop (tentative)
- ◆ City Council Study Session
- ◆ Response to Comments on Draft Subsequent EIR
- ◆ Potential Climate Action Plan Revisions
- ◆ Potential General Plan Amendment Revisions
- ◆ Potential Infill/Outfill Strategy Revisions
- ◆ Budget consideration for CAP Implementation Coordinator
- ◆ Fourth Public Workshop (tentative)

Third/Fourth Quarters 2014

- ◆ Monthly CAPAC Meetings
- ◆ Proposed Climate Action Plan
- ◆ Proposed General Plan Amendments
- ◆ Proposed Infill/Outfill Strategy Revisions
- ◆ Final Subsequent EIR
- ◆ Planning Commission Consideration
- ◆ City Council Consideration
- ◆ Implementation and Monitoring of CAP Measures to Commence

Appendix D: Public Comments



Comment Sheet

Name (Please print): ANNE BAIRD Date: 3/10/14

Mailing address: Asm. Susan Eggman
31 E. Channel St., #306, Stockton 95202

Please add my name to the City of Stockton Climate Action Plan mailing list.

I would like the following comments filed in the record. (Please print.)

Please drop comment sheet in the comment box or send to:

Public Information Coordinator
Attn: Judith Buethe
P.O. Box 773, Stockton, CA 95201-0773
Judith@buethecommunications.com

Dictated Comments

**CLIMATE ACTION PLAN CITY OF STOCKTON
PUBLIC MEETING**

**South Hall
Stockton Civic Memorial Auditorium
525 North Center Street, Stockton**

**Monday, March 10, 2014
5:30-700 p.m.
Public Question/Answer**

Q. My name is Mahesh Ranchhod. The Climate Action Plan, I think, has to go hand in hand with the revision of the General Plan. Now, if the General Plan cannot be revised for whatever reason because we have vested or proved paper loss already -- and if that General Plan cannot be revised, what is the alternative?

MR. WALTER: I'll defer to Planning.

MR. EBBS: I guess the first comment should be about whether these are separate actions. The Climate Action Plan and General Plan have the opportunity to complement one another. But they're not sequential. They're two distinct efforts. We're going to be diving in very deep to a General Plan amendment, if not a wholesale rewrite, very soon in response to other obligations to the Settlement Agreement. The Climate Action Plan, as you see it, it's a programmatic document. When you read the different program, it talks about things like lighting retrofits. And it's not so much a land use driver. It's not going to tell us where to build houses and where not to. It's much more, again, of a program-type document.

The General Plan will be hot and heavy this summer, I'm hoping. We'll probably be back in this room talking about it. But I would encourage you to stay engaged in that process, recognizing that the Climate Action Plan will have its own path.

MR. RANCHHOD: So if the General Plan remains as is, the Climate Action Plan can be implemented?

MR. EBBS: It absolutely can, yes.

MR. STAGNARO: When we originally undertook the Climate Action Plan, there was no obligation to do a wholesale update to the General Plan. Strategic, in terms of some policies that relate to in-fill and out-fill and what the relationship is there, and so forth, but there

was no -- when we signed the Settlement Agreement in 2008, we were just off of the December 2007 approval of the General Plan update. So we did not envision at that time the update that is now envisioned. Because, frankly, some of the assumptions in the existing General Plan just don't work for the realities that we are experiencing today in Stockton.

MR. EBBS: I will say the biggest difference between what's being proposed here -- and it's the sign of the times -- is the old methodology. And we can see it in the EIR here -- is, it has to do with transportation. And it used to be congestion management. You know, you've heard of your levels of service. So we wanted to get people from point A to point B as quickly and efficiently as possible because traffic was bad.

Now the question is: Why on earth are we driving so far between point A and point B and can't we do something in the middle? So rather than figure out how fast you can get from Hwy 5 to 99 on Eight Mile Road, we're saying: Why are we driving that? We break that drive up -- put a couple of commercial or job centers in between. So maybe you're only driving a mile and a half to work instead of six miles. So it's a different way of thinking or approaching that question.

So, yes, the Climate Action Plan will change how we look at transportation. It's going to prompt us to want to break up some of those big blocks and make sure we have those services sincerely in the middle there, not just little token gas stations here and there. That will be a big difference.

Q. I obviously support the Climate Action Plan's goal to have thousands of residential units developed in downtown Stockton. Could you elaborate a little bit more on the transportation, the different approaches to stimulate that?

MR. EBBS: The programs throughout the Climate Action Plan are going to do things to encourage that. What we're dealing with downtown -- my perspective is that we have a lack of demand right now. So we, as a city, through economic development or through community development, need to create a reason to be downtown to keep bringing employers, job base. That will drive the residential unit more than anything else.

Right now, we're, arguably, as a community, oversaturated with residential candidates. We have surplus. You can buy a house in this town for very little money and everything in between. There are lots of great deals to be had in Stockton. So the cost to come in and renovate an older building and try to create units when there's units vacant a couple miles away, it's a hard

sell right now. We recognize downtown is a unique product and we're going to work on creating a greater type of demand. The market will follow.

We have a fee issue that we're addressing very aggressively. But from a permitting standpoint, you don't even need the Planning Commission, actually. If you want to convert a building downtown, it's very easy to get in. It's just some of the financial barriers and market barriers to overcome.

MR. STAGNARO: And then some of the things that we're doing that are in the Climate Action Plan -- to show you a couple concepts to your question -- that speak to some scenarios that could occur to induce development in the downtown area. By way of example, we have a concept for a mixed-use three- or four-story building complex along the Miner Avenue Corridor. And what it would involve is, at least 150 units and that would be like a catalyst project that, if successful, would breed more interest in the downtown.

Another concept that we have in the Climate Action Plan is taking advantage of the ACE rail station and the fact that there are folks that we've seen in the figures from ACE who are -- they were good enough to share them with us. And, as you guys probably know, the average income of the average ACE rail rider is higher, by far, than the median levels of income for Stocktonians in general. And they also may be attracted to living close -- within a quarter mile or so -- of the ACE station. As a matter of fact, Altamont Commuter Express has actually bought some of the properties around the station. And we've worked with them to identify the possibilities for transit-oriented development around that ACE station.

So those are a couple of the ideas that are out there that could spawn some interest. And, really, when it comes down to it, our job is to elevate some ideas, get them out there, and get out of the way when private sector development wants to come into the city of Stockton and develop.

And/or, on the fee side, we're working on that. And if we can reduce fees, which we already have, for downtown development, then that's another, I guess, barrier or hurdle that's been knocked down on the way to doing downtown residential development.

Q. Maybe that was partly the answer, but Mr. Ebbs was mentioning that we need to build demand for downtown living. And I was just listening to NPR this morning, and there was a piece on movement towards urban living. So I immediately thought of our downtown. And I actually spoke to a woman the other day at Mile Wine who said she wanted market rate

downtown housing and her only option was to move into the University Plaza Waterfront Hotel. So how do we know there isn't a demand already? And how will we gauge it if there is a demand?

MR. EBBS: I can say: You listen to the market. I'm not a real estate developer. Some days I wish I was. But the opportunities are there. And somebody's going to make a lot of money at some point. I'm confident in that. And that's a good thing because when one person does it, it doesn't matter what kind of developer you are, money is money. If there's a product to be developed and sold, it will happen.

The city of Sacramento -- midtown Sacramento. I interned there when I was in college. It was not nice. It was not the cool, hip place to go have trendy cocktails. It was pretty rundown. They've seen a renaissance there, largely market driven. The City kind of pushed them along.

Stockton has all the opportunity there. Getting the players involved, creating a product that could be developed and sold, that's a big part of it. But once it happens, I'm confident it will happen quickly. Other people will rush to it. I don't know what a building goes for downtown, but there are a lot of different ways to enter that market.

Q. So is there no way to actually gauge it?

MR. CHASE: I'm Steve Chase, Community Development Director. Getting people involved? We are. Meeting with real estate investors? We are. Looking for real estate transactions? We're not going to talk about specifics, many properties are in escrow right now. We have some exciting opportunities that are coming forward.

I spent part of Thursday and Friday back in the city meeting with one investment group there. That's a common thing that your city's doing now. That wasn't the case before. It is now because we see opportunity for real estate transactions.

With those transactions, then comes institutional- and non-institutional-backed financing. That financing, in turn, can be utilized, not only to spruce up the buildings we have, but to create other opportunities for dead properties and ultimately create businesses. It also allows for us to be creative, looking above simply two-story buildings, but multiple-story buildings at certain locations. It looks to us for both market rate as well as affordable opportunities.

One thing we don't want to lose is our vision of what Stockton is. We are a community that probably has 12 different economic drivers as opposed to being a one-horse town or a two-horse town. We want to provide opportunities in and around downtown that speak to all of

those economic sectors, quite frankly. We've got some exciting things on the horizon. We just need the real estate transactions to close.

MR. EBBS: And I want to point out something that's very significant. Jerry Brown's done many things while in office. One of the most significant things we forget about is he abolished the redevelopment agencies. There are opinions on both sides and I have both opinions of what the redevelopment agencies could and could not do. But it was a big player in a city like Stockton downtown.

The redevelopment agencies would come make deals happen, for better or for worse, force transactions that maybe the market wouldn't have executed on its own. It was a big player and it pushed a lot of folks around and pushed some folks out, created a concept that you could only have real redevelopment if the agency was involved and if it's affordable housing. So it stigmatized certain areas and said, "Oh, that kind of project is for those kind of people, and I don't want to be there."

Without the redevelopment agency, we don't have maybe the blessing of the money, but we also don't have the curse of the stigma. And the fact is it throws off the market. It subsidizes things in a way that the free market can't compensate for. So you take that off the table, and it's just pure market-based capitalism, for better or for worse. But without that, it significantly changes the way the game is played in the downtown environment. And I'm excited to see what that will do.

MR. STAGNARO: And one of the other possibilities for downtown is the idea for a residential and/or mixed-use development that you get rid of the entitlement process. Today you need a use permit. If there is no use permit, given certain criteria that you meet within our development code, then that could be reducing another barrier to entry for the downtown residential and/or mixed-use market. It's a possibility.

MR. EBBS: Sacramento even had some luck creating prototype housing units where they had pre-approved housing units. And if you came in, pretty much sold you the plan and wanted you to build plan A, B, and/or C, and it was appropriate, you could. Got the plans, and you built it pre-approved; you just did it. There was no ambiguity about -- what would they approve? How high can I go? Do they like my designer? Do I need to get a new architect? As long as you were willing to build that -- and they were cute little houses -- you're ready to go.

So those are options, more for our midtown-area probably or vacant lots, but interesting concept.

MR. RANCHHOD: Sorry. I don't want to be the only one speaking. But, in the past, there have been goals to say we need to develop the downtown. And I know you want to have economic development in the downtown.

The downtown already has issues or impediments to being developed because of the way it is. And if that imbalance has to be redressed, there's got to be some reduction of the competition that there is out there for commercial business, et cetera. And unless there is something -- some incentives or policies in place -- I'm afraid that those developers may find it very difficult to develop in the downtown.

And what will happen is, as the economy picks up, you will be approached for developments outside the downtown. And just a simple example: If somebody comes and says, "We want to put up a cinema complex somewhere." And if the City is not firm and says, "Oh, that will bring employment, et cetera," then I can assure you that the cinema complex downtown would be doomed.

In the same way, if there is going to be somebody willing to build a hundred units and unfortunately, because of the way it is, those hundred units are going to cost a certain amount, which is higher than what something can be built for elsewhere, now you're in direct competition with those other units. And I'm afraid the downtown units would fail. Because we have too much competition out there. You can pick up houses at very low price. You can rent from the outskirts at much lower rentals.

So I'm just requesting and saying to the City that there may be a need, apart from just hoping it will happen, for some incentive, something to reduce the competition, something to redress the imbalance that we've had.

MR. EBBS: Please stay engaged. That's the million-dollar question as we go back and forth: Are we fighting a battle on two fronts or is this the same battle?

I don't believe that those developers in the north side will come downtown and build. Maybe they will, but they're not set up for that. It's not a matter of should I build up there or should I retrofit a five-story vintage antique building? Those are two different portfolios, two different companies. There are companies that specialize in downtown product, and they do that very well. But they don't build thousand-tract homes. That's okay.

So focusing on downtown -- north side could be booming or busting -- there's an argument that downtown is going to do what it's going to do on a separate track. We need to focus on that. The issues on the north side are unique and addressable. But that nexus in between, that's something that we're going to have to flush out.

We're going to do that through our General Plan amendment. Are they really interconnected? I don't know. I want to know because I want to figure out what is the best way to get downtown going.

MR. RANCHHOD: Well, I used to do in-fill job, so I can tell you that they are connected. When I was doing in-fill, it was far easier to do green fill and actually more lucrative. But, as a matter of principle, I said I was going to focus on in-fill, and it was very difficult.

And unless you have that real desire and wish, even at the risk of maybe losing a little bit short term, not long term -- I think short term, you may lose a little bit, but long term, you can benefit. But most of the developers around here will not even take that risk.

So I really believe that the goals are admirable and very good. But unless those goals are backed with some real firm policies, you will get overtaken by events when the economy improves and the rush of developers come who will then be able to put up, on, even in the outskirts, compact lots, compact homes that may be available for \$150,000. And that competition will definitely make it very difficult to develop in the downtown. And this is just my personal experience and observation.

MR. EBBS: Thank you.

Q. Well, I'm Ned Leiba. I guess we've gotten away from the Climate Action Plan to very important things, actually, downtown. Because I'm both a resident of downtown and my office is downtown. And I sort of celebrate that and look forward to the City doing wonderful things. I am not sure exactly how it will happen, but I'm all for it. Of course, if there's a carrot and a stick, I hate sticks, but I think carrots are really nice.

If you take a look at the folks who work downtown, I can think of maybe a thousand people who work for the City of Stockton. And we used to have a pretty good downtown presence with the State of California -- of course they have since moved out and the federal moved out too.

So the question is: I think you have to take a look at who are the folks who are working downtown and what incentive are we giving them to potentially reside downtown. And I can think of some really great incentives. So, as you go forward, see if you market to those people, you can control those people to some degree using big incentives to look at residing downtown or close to downtown. I think you should do that.

MR. EBBS: I'm thinking resident parking pass.

MR. LEIBA: For example -- I mean, we don't have to go into it. People like David -- David, you should move down and live with me and perhaps you -- because we have some lovely spots.

I mean, the more people you get downtown, that's what you need. You don't want to be overly punitive. But there might be a carrot there.

MR. STAGNARO: We welcome all your carrots and opinions in writing.

Q. My name is Isidro Avila. I don't know if anybody here has heard of the Boggs Tract Community Farm Project, but I'm actually one of the interns that was hired for the nurvo culture program.

I was born and raised here in Stockton. I currently reside in the County area of Country Club. And I just wanted to find out how does the Climate Action Plan -- or does it even include anything to help create thriving, sustainable communities throughout Stockton, not just focusing on downtown? Did the City of Stockton look at creating farms-to-school programs and farm-to-community programs? And have they looked at biofiltration through re-urban forestation and other things like that?

City of Oakland is doing a biofiltration project where they're proposing to plant X amount of plants or trees or perennials along the roadways and the highways, which will actually filter carbon emissions from the air and clean water as well. And that also impacts the local water consumption.

If you drive along I-5 by where I live, you can see tons of weeds that just get sprayed with Round-up up every time or mowed down. I've always thought: Wouldn't it be nice to see bamboo or something that could be harvested and used, maybe creating a separate source of income for the City or business, whoever ends up managing those stretches of vacant land along the freeways and stuff like that.

So my question, I guess, is what is the City of Stockton looking to do with food desert communities, say Boggs Tract or other areas in the east side and south side of Stockton? You know, because I grew up in areas where the only thing that we could get to eat within walking distance -- because we didn't want to ride the bus, and it wasn't always safe to ride the bus. And when you ride the bus, it takes an hour to get your groceries and come back unless you bring an ice chest to keep your groceries cold or they'd spoil by the time you get back.

So what are we doing to create more local food sources and things like that available to the City of Stockton and its community members?

MR. STAGNARO: Within the Climate Action Plan, frankly, we're not doing anything that's really connecting agriculture and the benefits that growing plants in terms of carbon sequestration or something like that would add to our greenhouse gas emission reductions. If you have suggestions as to what we could do, you have about a month to put them down on paper and to send them to me. And we look forward to your input.

MR. WALTER: On the biofiltration side -- on the water-conservation side, that's a pretty broad-based initiative. And we've looked at a lot of different things. That isn't just the efficiency of water use inside the home, but also a parallel effort -- it's not included in this. We've been looking at landscape efficiency ordinances and possibly updating the City's ordinance on that, which includes things like filtration and infiltration to try to reduce both the contamination of runoff as well as the more efficient use of that.

And so at some point, biofiltration and other filtration comes into that side. So it's not explicitly inside the cap, but it is another effort that we've been working with the City on of updating that landscape efficiency, which is where that side of it would fit.

Q. So I'm sort of curious if one of the main goals of the plan is a major reduction of VMT, there's actually not a lot of resources invested in the transit system. Can you be a little more specific maybe about how you plan to reduce --

MR. WALTER: Yeah. What's in the plan right now is what I would characterize --

MS. BUETHE: Excuse me. Could you maybe repeat the question?

MR. WALTER: So the question is: If VMT is a major focus of the plan, one of the big goals of the plan, then how exactly is the plan promoting those reductions, given the limitations that I spoke about?

So I would characterize it as modest investments on a number of different fronts. We had a robust discussion here -- how can you enable, incentivize downtown development? So, obviously, VMT, if you can promote transit-oriented development around ACE, you can have more people that are producing less miles overall. Whether it's downtown or on some of the in-fill corridors, where some of those trips, maybe not all of those trips, could be done by transit. Maybe some trips are in the car and some are on the train. So that's one side of it -- is the land-use side of it.

Then the transit thing, we'd love to do more on it. It's kind of a hold-what-we've-got -- because of the financial situation right now -- and then improve over time. As the economy recovers, if we can afford more transit, that would be great. The plan actually does call for additional VRT and some additional modest -- what I would characterize as modest improvements in transit so that we hold our own. So that's one part of it.

And then bicycling -- bike and ped connections. So if you can get safe routes to school so that you can walk your kids to school or if they are old enough they can safely walk on their own, or maybe one of those trips to the grocery store could be doable.

So I wouldn't characterize it as an overly ambitious plan, because I don't think an overly ambitious plan can be funded in our current situation. But all of those steps are the same things that if you wanted to be even more aggressive in let's say 2020, if we're in the financial position, those are the things you would you go after.

So it's a multi-pronged strategy that we're looking at: Holding our own on transit, increasing bike and ped alternatives, promoting incentives for lower VMT-style land use in the city. So each one of those has small investments and you'll see some small reductions that are there. But it's really about laying a framework now that then, as the economy hopefully gets better, is a really robust framework that can really be scaled up.

Other questions? Okay. Seeing none, I --

MR. STAGNARO: I just wanted to make available to anybody that's here, if you have more specific questions and want to get more in depth on either the Climate Action Plan or the Subsequent EIR, we'll stick around. These two tables in the back is where we'll be. Feel free to stick around after. I'll be here and Rich will be here as long as you are. And we'll go from there. But other than that, thank you very much for attending.

(The proceedings were concluded at 6:52 p.m.)

Appendix E: Sign-in Sheets



March 10, 2014

Thank you for attending. Gracias por su asistencia.

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Elizabeth Stevens	Central Valley Bus Journal	4572 Feather River Dr. Stockton, CA 95219	estevens@ cvalbizjournal.com	(777) 0100
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John Beckner	BIA			
MOSES ZAPIEN	City of Stockton			
Dale Steeking	CAPAC			
Forres + Elbbs	City of Stockton			
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March 10, 2014

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David Stagnaro	City of Stockton			
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Appendix F: Meeting Photographs







