

**Summary of the Agreement between the City of Stockton and
the Attorney General of the State of California and The Sierra Club**

In September of 2008, the City of Stockton entered into an agreement with the Attorney General of the State of California and The Sierra Club, in which the City agreed to make significant changes to their General Plan and take other supplemental actions in order to meet new, stricter state guidelines requiring reductions in greenhouse gas emissions. A summary of the changes the City of Stockton is required to make pursuant to the agreement are listed below.

1. Adoption of a Climate Action Plan, with a Climate Advisory Committee. This will include an inventory of current GHG emissions, estimated 1990 emissions, and estimated 2020 emissions. The City will also create targets for reductions of current and projected emissions, in accordance with AB32. Additionally, it is the City's goal to reduce VMT so that VMT does not increase at a rate faster than Stockton's population.
2. Establishment of a mandatory green building program, where all new housing units must obtain Build It Green certification, or comparable standards approved by the Attorney General. All new non-residential and municipal buildings over 5,000 square feet must be certified to LEED silver or an equivalent standard. Existing housing units will require GHG emissions reduction levels at the time of a building permit to substantially modify those dwelling units. A review of Green Building requirements must occur every 5 years to ensure they are consistent with those achieved by the top 25% best performing measures in the state.
3. Housing projects are part of a Specific Plan or Master Plan must provide funding to support transit, which must cover the developments' fair share of the transit system, and must also contribute toward the VMT goals of the Climate Action Plan. Developments may also be required to dedicate land for transit corridors and transit stops, and fees to support commute service to distant employment centers the development is likely to serve. Additionally, all such projects must be of sufficient overall density to support the feasible operation of transit.
4. To ensure that development in Stockton does not negatively affect infill and downtown development:
 - a. 4,400 units of new housing growth shall be located in Greater Downtown Stockton. A goal is to approve 3,000 of these units by 2020.
 - b. At least an additional 14,000 of these new units shall be located within the existing city limits.
 - c. Provide incentives for infill development in Greater Downtown Stockton, including reduced impact fees, lower permit fees, less restrictive height limits, reduced setback requirements, lowered parking requirements, subsidies, and a streamlined permitting process.
5. To ensure that projects on the City's outskirts are in balance with infill development, projects that are not infill projects must meet certain criterion in order to gain

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entitlements. For projects on the City's outskirts, the minimum criterion that must be met for development entitlements are as follows:

- a. Minimum levels of transportation efficiency, transit availability and level of service.
 - b. Firm milestones assuring that specified levels of infill development, jobs-housing balance goals, GHG and VMT reduction goals are met before new entitlements can be granted
 - c. Impact fees on new development to ensure these milestones are met
 - d. Explore the feasibility of enhancing the financial viability of infill development in Greater Downtown Stockton through the use of an infill mitigation bank.
6. Explore creation of an assessment district to finance voluntary actions to reduce GHG emissions, such as solar panel installation, cool-roof installation, for commercial and residential buildings. The City must also explore the possibility of requiring GHG-reducing retrofits.
7. Develop a transit program including measures to support transit service and operations. This plan must include street design standards to ensure that all "projects of significance" and all specific plan and master plan projects can be internally accessible by vehicles, transit, bicycles and pedestrians. Access to adjacent neighborhoods and developments must also be provided.

In addition to the above implementation measures, the City of Stockton has also agreed to implement interim measures in the immediate term, prior to formulation and adoption of a Climate Action Plan and a Green Building program.