

Early Climate Protection Actions

Project Analysis and Mitigation Approach

City of Stockton, Community Development Department

September 17, 2009

CAPAC meeting



City of Stockton

- Interim Green House Gas (GHG) reduction target:
 - 3 million metric tons to 2.1 million metric tons by 2020, or 28.7% was approved by the City Council on September 1, 2009



VAD Climate Change Action Plan

- Streamlined process for complying with City adopted GHG reduction target
- Uses Best Performance Standards (BPS)
- Many BPS measures have pre-quantified reductions
- Provides for a uniform approach throughout the San Joaquin Valley



GHG Reduction Measures and Efficiencies

- The following slide shows a sample of the BPS for Development Projects with Estimated CO₂ Equivalent Point Reductions.
 - This slide has been taken directly from Appendix J of the San Joaquin Valley Air Pollution Control District Climate Change Action Plan.

GHG Measures						
MEASURE #	Measure Name	Commercial	Mixed-Use	Residential	Estimated CO2 Equivalent Point Reductions	Measure Description
<i>Bicycle/Pedestrian/Transit Measures</i>						
1	Bike parking	C	M	~	0.625	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand. Short term facilities are provided at a minimum ratio of one bike rack space per 20 vehicle spaces. Long-term facilities provide a minimum ratio of one long-term bicycle storage space per 20 employee parking spaces.
2	End of trip facilities	C	M	~	0.625	Non-residential projects provide "end-of-trip" facilities including showers, lockers, and changing space. Facilities shall be provided in the following ratio: four clothes lockers and one shower provided for every 80 employee parking spaces. For projects with 160 or more employee parking spaces, separate facilities are required for each gender.
3	Bike parking at multi-unit residential	~	~	R	0.625	Long-term bicycle parking is provided at apartment complexes or condominiums without garages. Project provides one long-term bicycle parking space for each unit without a garage. Long-term facilities shall consist of one of the following: a bicycle locker, a locked room with standard racks and access limited to bicyclists only, or a standard rack in a location that is staffed and/or monitored by video surveillance 24 hours per day.
4	Proximity to bike path/bike lanes	C	M	R	0.625	Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility. Existing facilities are defined as those facilities that are physically constructed and ready for use prior to the first 20% of the projects occupancy permits being granted. Project design includes a designated bicycle route connecting all units, on-site bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within 1/2 mile. Bicycle route connects to all streets contiguous with project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have class II bicycle lanes on both sides.
5	Pedestrian network	C	M	R	1	The project provides a pedestrian access network that internally links all uses and connects to existing external streets and pedestrian facilities. Existing facilities are defined as those facilities that are physically constructed and ready for use prior to the first 20% of the projects occupancy permits being granted.



VAD Climate Change Action Plan

- Tentative Date: November 2, 2009 to consider the approval of proposed guidance for San Joaquin Valley land-use agencies in addressing GHG emission impacts for projects under CEQA
- Information for the CCAP can be accessed at: www.valleyair.org/Programs/CCAP/CCAP_idx.htm



Questions/Suggestions

- At this meeting, or please e-mail to:
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