



COMMUNITY SERVICES & ENVIRONMENT COMMISSION

EOC Room (Adjacent to the Police Department)
175 First Street West
Sonoma, CA 95476

Wednesday, May 11, 2016

6:30 P.M. Regular Meeting

Commissioners: Christopher Petlock-Chairman, Fred Allebach, Ken Brown, Christina Cook, Amy Harrington, Inge Hutzel, Richard Pollack, Chris Rateaver, Denise Wilbanks

DISCLAIMER: The timeframes identified in the agenda below are provided as a guideline for the meeting. These are subject to change as needed.

COMMENTS FROM THE PUBLIC: At this time, members of the public may comment on any item not appearing on the agenda that are within the subject matter jurisdiction of the commission. **Because of restrictions imposed by the Brown Act, the Commission may not engage in substantive discussion, nor take action on matters not described on the agenda.**

1. **6:30-6:40**—Approval of the Minutes from April 13, 2016
2. **6:40-6:45**—Exception to the 120 day submittal deadline—Hit The Road Jack June 5, 2016: the CSEC must vote with a 2/3 vote in affirmative to grant an exception (attachment)
3. **6:45-6:55**—Event Review (attachment)
 - a. Hit the Road Jack—June 5, 2016
4. **6:55-7:05**—Subcommittee Reports
 - a. Tree Committee (Standing Subcommittee)
Participates on Tree Committee as voting member; reviews Tree Removal applications, arborist reports, research special projects. Comms. Rateaver and Brown.
Next Tree Committee Meeting: May 19, 2016
 - *Action:* Appoint alternate member
 - *Approval letter:* Attachments
5. **7:05-8:05**—Climate Action 2020 Plan Discussion (attachments)
6. **8:05-8:20**—Plaza Park Restrooms Proposal Review (attachment)
7. **8:20-8:25**—Discussion of City Staff Resources
8. **8:25-8:30**—Future Agenda Items
9. **8:30**—Commissioner and Staff Comments
10. Adjournment (Next regular meeting is June 8, 2016)

Copies of all staff reports and documents subject to disclosure that relate to any item of business referred to on the agenda are available for public inspection the Monday before each regularly scheduled meeting at City Hall, located at No. 1 The Plaza, Sonoma CA. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the City Council regarding any item on this agenda after the agenda has been distributed will be made available for inspection at City Hall, No. 1 The Plaza, Sonoma CA during regular business hours.

Katherine Wall, Public Works Administrative Manager

COMMUNITY SERVICES & ENVIRONMENT COMMISSION

EOC Room
175 First Street West
Sonoma, CA 95476

April 13, 2016
DRAFT Minutes

Commissioners Present: Comms. Petlock-Chairman, Allebach, Brown, Harrington, Hutzel, Pollack, Rateaver, and Wilbanks

Commissioners Absent: Comm. Cook

Also Present: Public Works Administrative Manager Wall
Public Works Operation Manager Hudson
Planning Director Goodison
Lauren Casey, Deputy Director of RCPA
Tom Conlon, Transition Sonoma Valley
Jerry Bernhaut, Environmental Attorney
Brian Bottari, PG&E Government Relations Representative
Darin Cline, PG&E Government Relations Representative
July 4th Parade and Celebration: Josh Cutler
Sonoma Valley Vintage Race Car Festival: Jerry Wheeler
Cinco de Mayo: Angie Sanchez

Chair Petlock called the meeting to order at 6:35 P.M.

1. Approval of the Minutes from March 9, 2016

It was moved by Comm. Brown and seconded by Comm. Pollack to approve the minutes of March 9, 2016. The motion carried unanimously.

2. Brief Overview of the Draft Climate Action 2020 Plan

The City of Sonoma Planning Director, David Goodison, provided a brief overview of the Draft Climate Action 2020 Plan with assistance from the Deputy Director of the Regional Climate Protection Authority, Lauren Casey. CSEC action on the Plan will commence during the May 11th, 2016 CSEC regular meeting.

3. Bike to Work Day Energizer Station

Chair Petlock provided an overview of Bike to Work Day that will be held on Thursday, May 12, 2016. Chair Petlock and Comm. Brown to coordinate the CSEC energizer station.

4. Exception to the 120 day submittal deadline—Cinco de Mayo on May 1, 2016

It was moved by Comm. Pollack and seconded by Comm. Brown to approve the exception to the 120 day submittal deadline for the Cinco de Mayo event. The CSEC voted 8-0 (with one commissioner absent) to approve the exception.

5. Event Reviews**5a. July 4th Parade and Celebration**

It was moved by Comm. Pollack and seconded by Comm. Brown to approve the July 4th Parade and Celebration application for 2016 subject to the Conditions of Approval. The CSEC voted 8-0 (with one commissioner absent) to approve the application.

5b. Sonoma Valley Vintage Race Car Festival—June 4, 2016

It was moved by Comm. Rateaver and seconded by Comm. Allebach to approve the Sonoma Valley Vintage Race Car Festival application for 2016 subject to the Conditions of Approval. The CSEC voted 8-0 (with one commissioner absent) to approve the application.

5c. Cinco de Mayo—May 1, 2016

It was moved by Comm. Harrington and seconded by Comm. Allebach to approve the exception to use the Plaza Park Horseshoe Lawn for the Cinco de Mayo event, specifically for an Aztec dancer performance, musical performances, and a mariachi performance. The CSEC voted 8-0 (with one commissioner absent) to approve the exception.

It was moved by Comm. Harrington and seconded by Comm. Pollack to approve the Cinco de Mayo event application for 2016 subject to the Conditions of Approval. The CSEC voted 8-0 (with one commissioner absent) to approve the application.

6. Subcommittee Reports

- a. Tree Committee (Standing Subcommittee). Chair Petlock resigned from being the alternate Commissioner for the Tree Committee.

7. PG&E Community Pipeline Safety Initiative Presentation

PG&E Government Relation Representatives presented on their upcoming Community Pipeline Safety Initiative and possible tree removal and replanting that will be implemented in the City of Sonoma over the coming year.

8. Arbor Day Update

The CSEC sponsored Arbor Day celebration will be held on April 29th in the Plaza Park Amphitheater at 11 A.M. Following this event, a tree planting ceremony will take place on Saturday, April 30th, at the beginning of the Montini Trail at 10 A.M.

9. Update on Budget Template for Special Events

Comm. Allebach met with City Manager, Carol Giovanatto, and Finance Director, DeAnna Hilbrants, to discuss a budget template for special events. Finance Director Hilbrants provided Comm. Allebach a draft proforma budget spreadsheet that could be offered for special events. However, further direction will come from the new Special Events Manager for the City, who is expected to officially start in May 2016.

10. Update on the Plaza Park Restrooms

Comm. Wilbanks recounted the CSEC's presentation to City Council regarding the Plaza Park restroom conditions during the public comment period on March 21, 2016. Comm. Wilbanks and Comm. Pollack will lead the preparation of a proposal to expedite the Plaza Park restroom improvements to City Council for the upcoming budget workshop currently scheduled for June 9th, 2016.

11. Agenda Timeframe Discussion

Chair Petlock to enforce agenda item timeframes. A disclaimer will also be read prior to the start of the CSEC regular meetings that states the timeframes are included as a guideline and can be altered as needed.

12. Discussion on appeal of Farmer's Market Fees

Chair Petlock to lead the CSEC's presentation at the City Council meeting on April 18th, 2016 in response to Councilmember Edwards' appeal of the CSEC's decision to approve the adjusted Tuesday Night Farmer's Market fees for 2016.

13. Future Agenda Items

The following item will be placed on the May 11, 2016 meeting agenda:

- Plaza Park Restrooms Proposal Review (requested by Comm. Wilbanks).

14. Commissioner and staff Comments

Chair Petlock adjourned the meeting at 8:55 P.M. The next regular meeting is scheduled for Wednesday, May 11, 2016 at 6:30 P.M.

Respectfully submitted,

Katherine Wall, Public Works Administrative Manager

MEMO

TO: Community Services and Environment Commission

FROM: Special Event Manager Janson

RE: Hit the Road Jack--June 5, 2016

Section E.1.2 of the Special Events Policy states the following: "For all other events, complete applications must be submitted at least 120 days prior to the event. An exception to the 120 day submittal deadline may be granted provided 2/3 of the CSEC vote in the affirmative to grant the exception." The application for 2016 will mark the first year that the Sonoma Volunteer Firefighter's has submitted the Hit the Road Jack application less than 120 days prior to the event. Staff recommends that the CSEC advise the Sonoma Volunteer Firefighter's to consider submitting the 2017 application no later than January 6, 2017.

MEMO

To: Community Services and Environment Commission

Staff: Lisa Janson, Special Events Manager

Agenda Item: Hit the Road Jack
Plaza Permit Application

Sponsor: Sonoma Volunteer Firefighter's Association

Date of use: June 5, 2016

Time of Event Use: Set Up 4:00am, Event Start Time 7:30am, Event End Time, 2:00pm
End Time 4:00pm,

Estimated Attendance: 1200

Sections Reserved: NW Section and Rear Parking Lot

The Special Event Committee (SEC) considered the event application on April 27, 2016. The Street Use Application associated with the race was approved by the City Council on May 2, 2016.

Special Event Committee Discussion and Conditions of Approval:

Street Supervisor

- Meet two weeks prior to event with the Streets Supervisor Dean Merrill 707.933.2232
- As Spain Street is re-opened to the public priority will be given to open the merchant side of the street at earliest convenience.
- Streets Supervisor to review and approve the Permit Application for Reservations of Public Parking.

Parks Supervisor

- Meet two weeks prior to event with the Parks Supervisor Terry Melberg at 707.933.2239
- Barbeques and fryers located in the Rear Parking Lot are required to be placed on top of a barrier to protect the parking lot from stains.

Police Department

- Event Organizer will contract with the police department for a minimum of two deputies to monitor race and will have volunteers to assist with the traffic control plan.
- Event Organizer will provide notice of the event and temporary impediment of free passage of the traffic along the 2.2 mile run/walk, 10K run and the ½ marathon route to all businesses and residents no later than thirty days prior to the event. Letter also shall be sent to the Episcopal Church at 275 East Spain Street.

- Obtain necessary alcohol permits and abide by the conditions of Operation ABC Daily License.
- Event Organizer will need to contact and coordinate with the CHP.

Fire Department

- A Standby ambulance is required.
- Provide a vendor list two weeks prior to event.
- Each vendor is required to have the appropriate fire extinguishers for each of the cooking mediums (propane, charcoal).
- One extinguisher is required for every 75' of non-food vendors or every 7 vendor spaces.
- Vendors using propane tanks must secure the tank.
- Tents greater than 400 square feet require a separate permit/inspection.
- Provide barricade monitors.
- Generators require fire extinguishers.
- Notify Shell Vista Fire with the race route and times.
- Event day inspection required.

Special Events Manager

- The organizer will comply with the City of Sonoma standard insurance requirements.
- 10 portable restrooms shall be required.
- Public restrooms will need to be monitored and cleaned after the event.
- Provide a list of vendors to Lisa Janson two weeks prior to the event.
- All vendors are required to have a city of Sonoma business license.
- Provide number of crowd managers to Lisa Janson two weeks prior to the event.
- No trucks shall drive in the Plaza Park with the exception of the horseshoe pavement.
- If monitoring is required for the 2016 event it will occur at a rate not to exceed \$90.00 per hour not to exceed eight hours.
- If additional food trucks are proposed in conjunction with the event a revised site plan shall be submitted two weeks prior to the event.

Plaza Use Committee Members: Fire Marshal Jones, Chief Sackett, Parks Supervisor Melberg, Street Supervisor Merrill, Special Events Manager Janson.

Special Event Committee recommendation: Approve application subject to the conditions of approval.

Recommended CSEC Action:

Approve the City Use Application subject to the Special Events Committee conditions of approval.

Attachments:

Plaza Permit Application

Plaza Event Map

Narrative

Route Map 2.2 mile run/walk, 10K run and the ½ marathon

Safety Plan

Permit Application for Use of City Streets

Waste Minimization Plan

Permit Application Possession and Consumption of Alcoholic Beverages on City Property
Business License Application
2016 Proposed Budget
501 c (3)



City of Sonoma
No. 1 The Plaza
Sonoma CA 95476
 (707) 933-2229 or (707) 938-3332
PLAZA PERMIT APPLICATION



NAME OF EVENT: Hit The Road Jack EVENT DATE(S): 6/5/16

Sponsoring Organization: Sonoma Volunteer Firefighters Association

New Event Returning Event Non Profit Tax-exempt organization (Tax Exempt letter required)

Event Contact Person Gary Johnson / Mark Aiton Title: Race Managers

Mailing Address: 630 Second St West Sonoma CA 95476
Street or P.O. Box City State Zip

Daytime phone: 707 849-4994 / 707 795-7832 Email: info@hittheroadjack.org
mark@onyourmarkevents.com

Plaza Area(s) Requested

SE Section NW Section Amphitheater Horseshoe Pavement
 NE Section SW Section Rear Parking Lot

Hours of Use (Include Set-up & Clean-up)

EVENT DATES: YEAR: 2015	Start Time - Set-Up:	Event Start Time:	Event End Time:	End Time - Tear Down & Clean-up:	Estimated Attendance:
Date(s): <u>6/5/16</u>	<u>0400</u>	<u>0730</u>	<u>1400</u>	<u>1600</u>	<u>1200</u>
Date(s):					

THIS SECTION TO BE COMPLETED BY STAFF:

Rental Fees Per Day:	Maintenance Fees:	Damage Deposits:
# of Days x Fee	# <u>2</u> of Areas x total event hours	# of Days Fee x Area / Section
<u>1</u> x SE Section \$400 \$ _____	<u>2</u> x \$ 93 (1- 12 hrs) \$ <u>186</u>	_____ x (SE Section) x \$200 = \$ _____
_____ x NE Section \$300 \$ _____	_____ x \$187 (12-24 hrs) \$ _____	_____ x NE Section x \$200 = \$ _____
_____ x SW Section \$300 \$ _____	_____ x \$312 (24-36 hrs) \$ _____	_____ x (SW Section) x \$200 \$ _____
<u>1</u> x NW Section \$300 \$ <u>300</u>	_____ x \$500 (36-48 hrs) \$ _____	<u>1</u> x (NW Section) x \$200 \$ <u>200</u>
_____ x \$200 Amphitheater \$ _____	_____ x \$750 (> 48 hrs) \$ _____	_____ x (Amphitheater) X \$200 \$ _____
_____ x \$200 Horseshoe Pavement \$ _____	MAINTENANCE FEE: \$ <u>186</u>	<u>1</u> x (Rear Parking) X \$200 \$ <u>200</u>
<u>1</u> x \$300 Rear Parking \$ <u>300</u>	Reservation of Public Parking: \$276 + \$20 per # of spaces per day.	_____ x (Horseshoe Pavement) X \$200 \$ _____
_____ \$98 Barricade: Plaza Entrance \$ _____	PARKING FEE: \$ _____	RECEIVED
RENTAL FEE: \$ <u>600</u>		DEC 11 2015
		CITY OF SONOMA
		DAMAGE DEPOSIT: 400

Application Fee Small scale vs. large scale event \$220-\$505 958.00	\$ 958	Park 100-00000-000-30702
Rental Fee	\$ 600	Park 100-00000-000-30702
Maintenance Fee	\$ 186	Park 100-00000-000-30702
Damage Deposit	\$ 400	750-00000-000-22950
Parking Fee	\$ —	
ALCOHOL PERMIT: \$200.00 Attached form) 256	\$ 256	Park 100-00000-000-30702
Fire Dept. Inspection Fees: \$230.00	—	
STREET USE PERMIT: \$502.00 Attached form)	\$ 576	Encro 100-00000-000-30203
Business License(s)	\$	
TOTAL DUE:	\$ 2976	

Insurance is required & must be submitted two weeks prior to the event.

Insurance provided by your organization:

Yes No

Other:

Gales Creek
 www.galescreek.com
 or

RVNA
 <http://www.rvnuccio.com/specialevent.html>

For-profit vendors must have one day business license (\$23)

Application is incomplete until all fees are paid.

Approved as a small scale event, no further review necessary: Date: _____ Approved by: _____

PROVIDE A COMPLETE DESCRIPTION OF THE EVENT:

PLAZA EVENT MAP: On the attached Plaza map indicate the location of all major features (including all temporary structures, fences) and activities.

Include on the map – location, dimensions and type of structure:
<ul style="list-style-type: none"> • Canopies, tents, booths, stages, platforms, beer gardens, cooking areas, tables, chairs, vehicles, trailers, trash containers, dumpsters, generators, portable toilets, barricades, first aid facilities or ambulances exit locations, transportation buses, signs, etc.
Include a list (map key) of each structure:
<ul style="list-style-type: none"> • Name of structure, activity (e.g. VIP area, registration, catering station, etc.) plus dimensions (width, length, height), how they will be supported and structural material (or submit a picture of the material being used). • Staking or fencing to delineating activity areas is discouraged and requires CSEC and Parks Department approval.

Attach additional sheets as necessary to describe event components below.

EVENT COMPONENTS: (Please indicate which of the following components are included in your event)

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Canopies or Tents | <input checked="" type="checkbox"/> Use of City Streets | <input checked="" type="checkbox"/> Banner Sign on historic directory (by permit only) |
| <input type="checkbox"/> Water Needed | <input type="checkbox"/> Reservation of Public Parking | <input type="checkbox"/> _____ |
| <input checked="" type="checkbox"/> Food Vendors (Vendor list required) | <input type="checkbox"/> Food cooked on site | <input type="checkbox"/> Electricity Needed |
| <input checked="" type="checkbox"/> Alcohol Permit and ABC | <input type="checkbox"/> Booths, Temporary Structures | <input type="checkbox"/> Barricades (security) |
| <input type="checkbox"/> Plaza Light Pole Banners: (DRHPC application) | <input checked="" type="checkbox"/> Amplified Sound or Music | <input type="checkbox"/> Fencing or delineating areas (by permit only) |

CANOPIES, TENTS & STAKING -- Tents & Canopy standards are provided by the Fire Department during the SEC meeting review; heating and cooking safety is also reviewed. Due to underground utilities, **no stakes** - metal, wood, or any type of stake shall be driven into the lawn area without authorization from the Public Works Department.

FOOD VENDORS -- Provide a **LIST** of all vendors before event. All must have a City business license and obtain a Sonoma County Health Department Permit to Operate. Cooking safety reviewed by the Fire Department. **Food vendors may use tents and canopies with CSEC event review and approval.**

ALCOHOL SERVED -- Submit a completed Permit Application for Possession and Consumption of Alcoholic Beverages on City Property along with your Plaza Use Application. Following CSEC review, approval by the Police Chief and the City Manager is required.

USE OF CITY STREETS & STREET CLOSURES -- Requires approval by the City Council and Police Department. Submit a completed Permit Application for Use of City Streets along with your Use Application. Attach detailed maps that will be reviewed with the Police Department, showing streets and route being proposed. Requests to close some portion of Highway 12 Broadway, W. Napa Street, and/or Sonoma Highway- must also be approved by **Caltrans Encroachment Permit: 707-762-5540.**

PROPOSED BUDGET: Please attach your proposed budget (income and expenses). *See Attached*

SECURITY PLAN: Please describe your Security Plan (final will be approved by the Police Chief). *Police on site*

RECYCLING PLAN: Special Events Waste Minimization Planning form. _____

ADDITIONAL PERMITS REQUIRED:

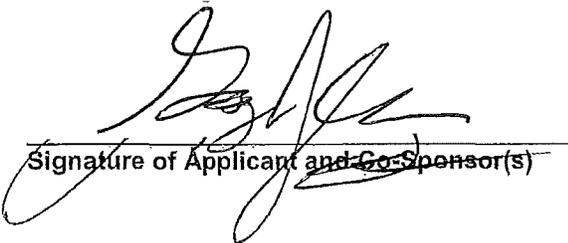
- | | |
|---|--|
| <input type="checkbox"/> City Alcohol Permit | <input type="checkbox"/> Caltrans Encroachment Permit |
| <input type="checkbox"/> City Street Use Permit (City Council approval) | <input type="checkbox"/> City Business License (all vendors) |
| <input type="checkbox"/> ABC Alcohol License (California State Permit) | <input type="checkbox"/> Reservation of Public Parking |

SITE MANAGER: <i>Gary Johnson / Mark Aiten</i>	Cell Phone: <i>707-849-4994</i> <i>209-988-7870</i>	Home Phone: <i>Same</i> <i>209-795-7832</i>
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Applicant Agreement:

I, the undersigned, as applicant or on behalf of the applicant, signify that the information provided on this application is true and correct and hereby accept full responsibility for any breakage or damage to property or building, and for department and conduct of those attending the function for which the facility is requested. I agree to indemnify, defend, and hold harmless the City of Sonoma, its officer, officials, employees and volunteers from and against all claims, damages, losses and expenses including attorney fees arising out of the negligent act or omission of myself, any agent, anyone directly or indirectly by them or anyone for whose acts by them may be liable, except where caused by the active negligence, sole negligence or willful misconduct of the City. If permission is granted, I, or my representative agrees to be present during the entire use of the facility. This agreement requires that the City of Sonoma be named as "an additionally insured" and that the applicants insurance apply on a primary and non-contributory basis, over any coverage the city of Sonoma may have. My signature below signifies that I agree to abide by all of

the conditions of this application, the Special Event Use Policy and of any contract issued based on this application. I also agree to pay to the City of Sonoma all costs the City may incur as a result of any failure to comply with all of these conditions including damages due to failure to leave the premises in rentable condition.


Signature of Applicant and Co-Sponsor(s)

Gary Johnson
Print Name (s)

10/3/2015
Date

Approved: _____
City of Sonoma Date

**Special Event Committee Review (SEC)
Conditions of Approval**

APPLICANT:

Must Schedule pre-event walk-through with **Parks Supervisor Terry Melberg** at (707) 933-2239 **two weeks before event** and attend a post-event site inspection (**1 day after event**).

Contact **Street Supervisor Dean Merrill** at (707) 933-2232 - **30 days prior to event**, for reserved parking, barricades, street closures, and reserved street parking.

COMMENTS-REQUIREMENTS:

PUBLIC WORKS: _____

STREET SUPERVISOR: Meet two weeks prior to event - (DJD)

PARKS SUPERVISOR: MEET 2-WEEKS PRIOR TO EVENT ON-SITE

Port-O-Potties required: at least 10

Notify Sonoma County Transit Authority if Horseshoe closed: (707) 585-7516

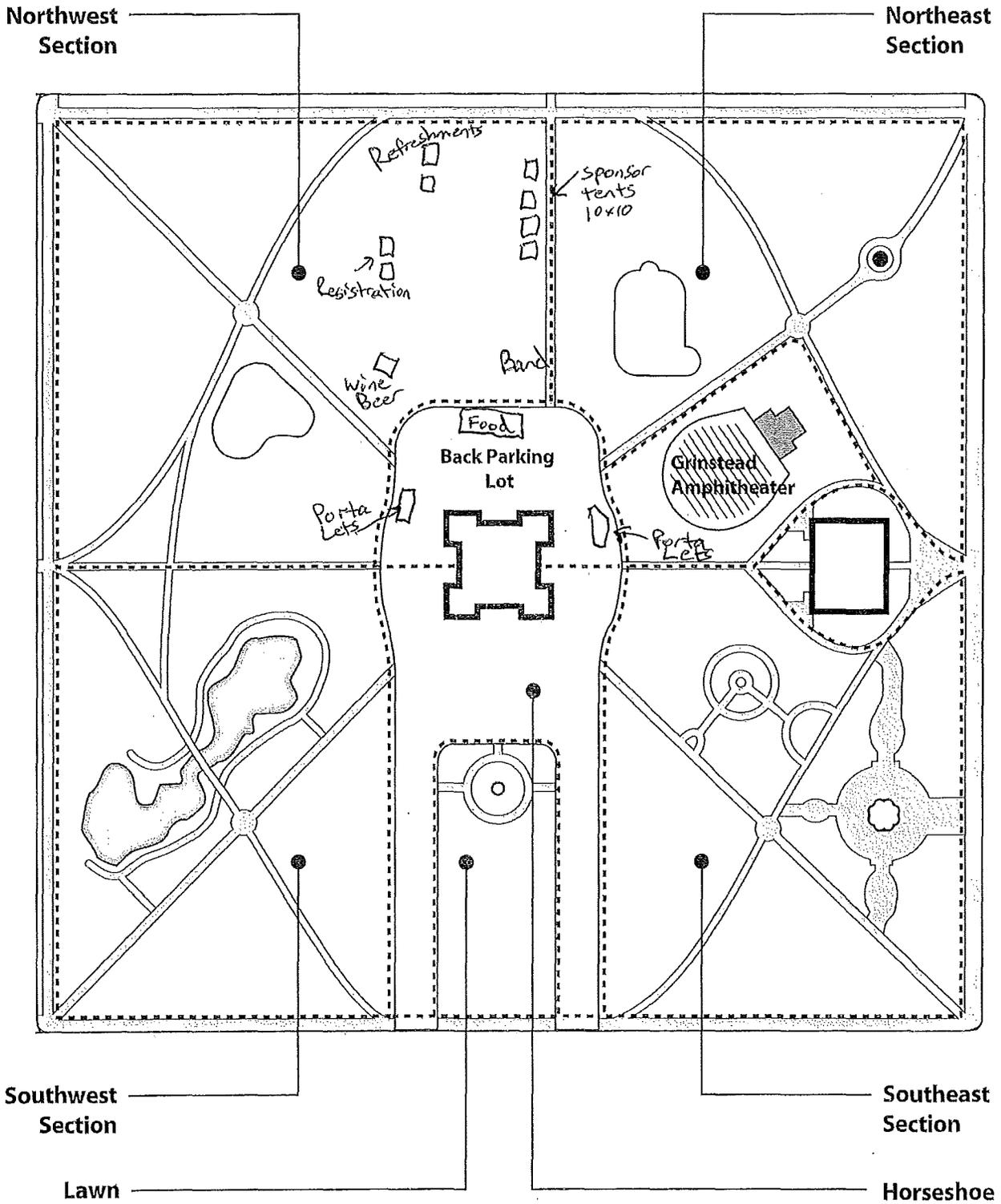
POLICE DEPARTMENT: Must contract w/ police department for a minimum of 2 deputies to monitor race. Event coordinator is responsible for neighborhood notification + to control each intersection. ABC + city alcohol permit required.
Contact CHP

FIRE DEPARTMENT: 1 EXTING./EA COOKING VENDOR, NON-COOK. VENDORS 1 EXTING. EA 75', PROVIDE VENDOR LIST, 1 EXTING./GENERATOR.
PROVIDE FINAL RACE MAP, PROVIDE PERSONNEL TO MOVE BARRICADES IN AN EMERGENCY, NOTIFY SHEL VISTA FIRE RACE DATE/TIMES AND RACE ROUTE.

SPECIAL EVENT COORDIANTOR: _____
notification to neighbor.

Post Event Meeting: Community Services and Environment Commission (CSEC) meeting must be scheduled no more than 90 days after the event; Financial Summary and Recycling/Waste Management Report required.

Please indicate the location of all major features and activities associated with this event.



Plaza Event Map



Sonoma Volunteer Firefighters Association

630 Second Street West - Sonoma - California - 95476-
707-996-2102

RE: Hit The Road Jack Races

May 3, 2016

To Community Services & Environment Commission:

The Sonoma Volunteer Firefighter's Association/On Your Mark Events (race organizers), will be hosting the 29th year of the Hit The Road Jack races on June 5th, 2016. In 30 years, the event has only missed 2011 due to the former Race Director/Group who organized the event. The Plaza and Spain Street have been used the 1st Sunday in June for all 29 years of the event. We have always received excellent reviews during our post event review. Along with this, Hit The Road Jack is listed in the Plaza Permit Special Events Policy due to the event being a longstanding recurring event. On average, over \$12,000 dollars per year stays within the City of Sonoma and over the past 30 years, over \$300,000 dollars have gone to charities with the City of Sonoma.

As per the request of the City of Sonoma Special Events Manager-Lisa Janson, we have contacted Police Chief Sackett and have re-worked the course routes. We have decided to not impact East Spain Street between Second East and Fourth East, allowing all normal traffic flow and minimizing impact to the neighbor and the Episcopal Church at 275 East Spain. All starting/finishing will occur west of Second Street East and East Spain Street. During the event, we use over 20 volunteers to provide traffic control at intersections along the course routes. Along with these changes, we will continue to notify businesses and residents of the event.

On behalf of the Sonoma Volunteer Firefighter's Association, thank you. If you have further questions, please let me know.

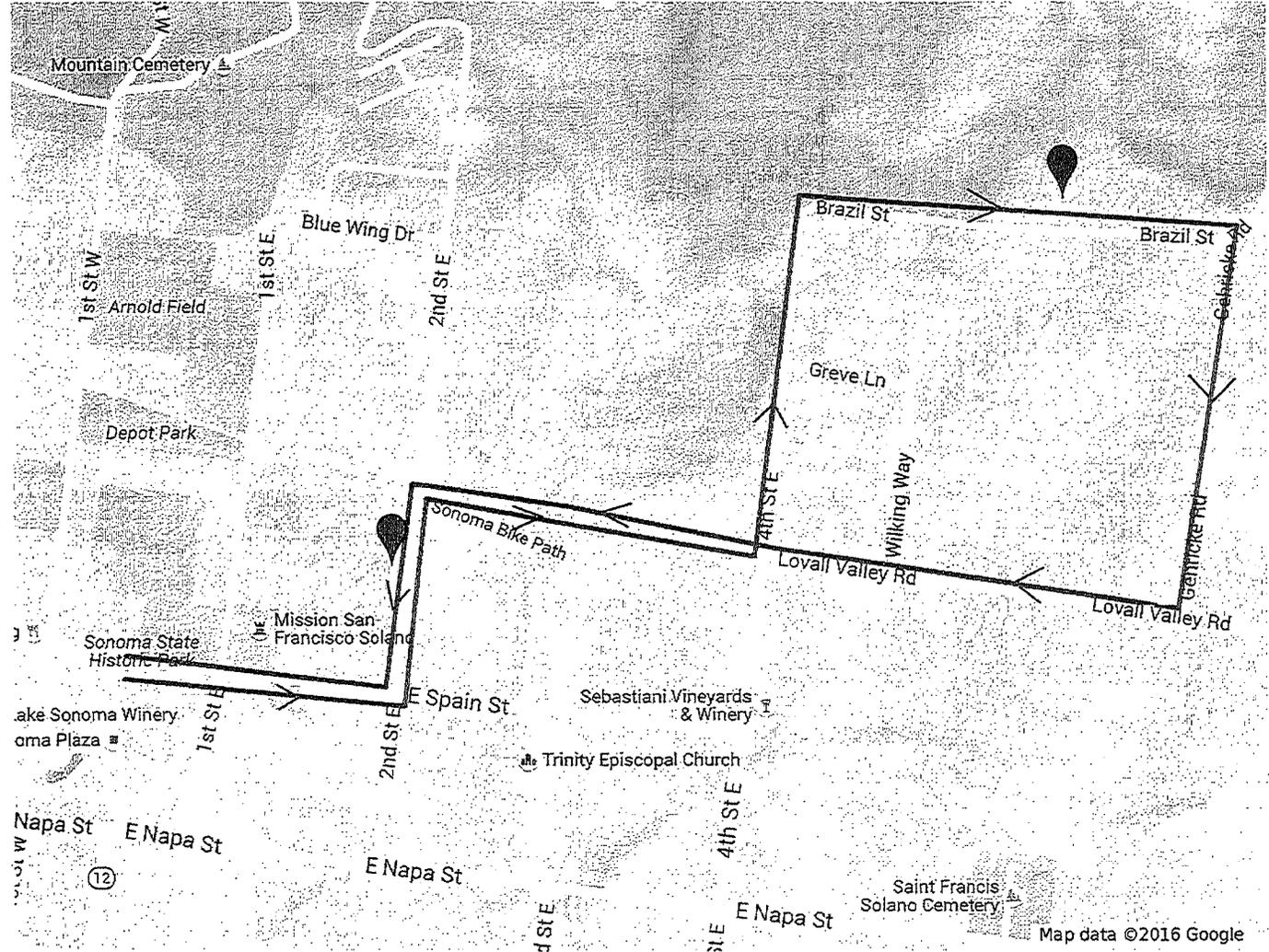
Sincerely,

Gary Johnson
Event Organizer
Hit The Road Jack Races

3.5K Course

Mile

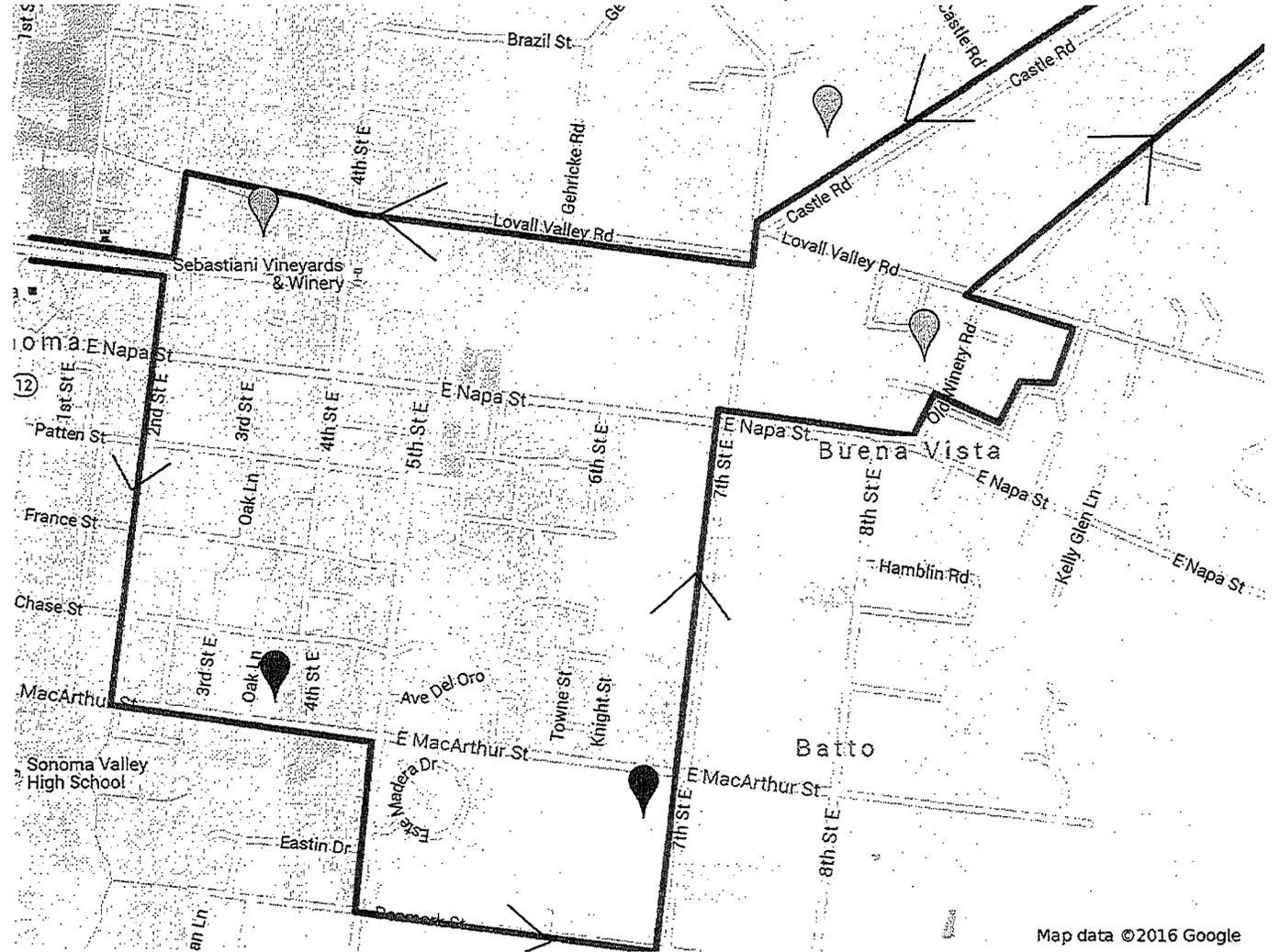
-  3.5K course
-  Mile 1
-  Mile 2
-  Line 4
-  Line 5
-  Line 6
-  Line 7
-  Line 8
-  Line 9
-  Line 10
-  Line 11
-  Line 12
-  Line 13
-  Line 14
-  Line 15
-  Line 16
-  Line 17
-  Line 18
-  Line 19



10K Course

Mile

-  10K Course
-  Mile 1
-  Mile 2
-  Mile 3
-  Mile 4
-  Mile 5
-  Mile 6
-  Line 8
-  Line 9
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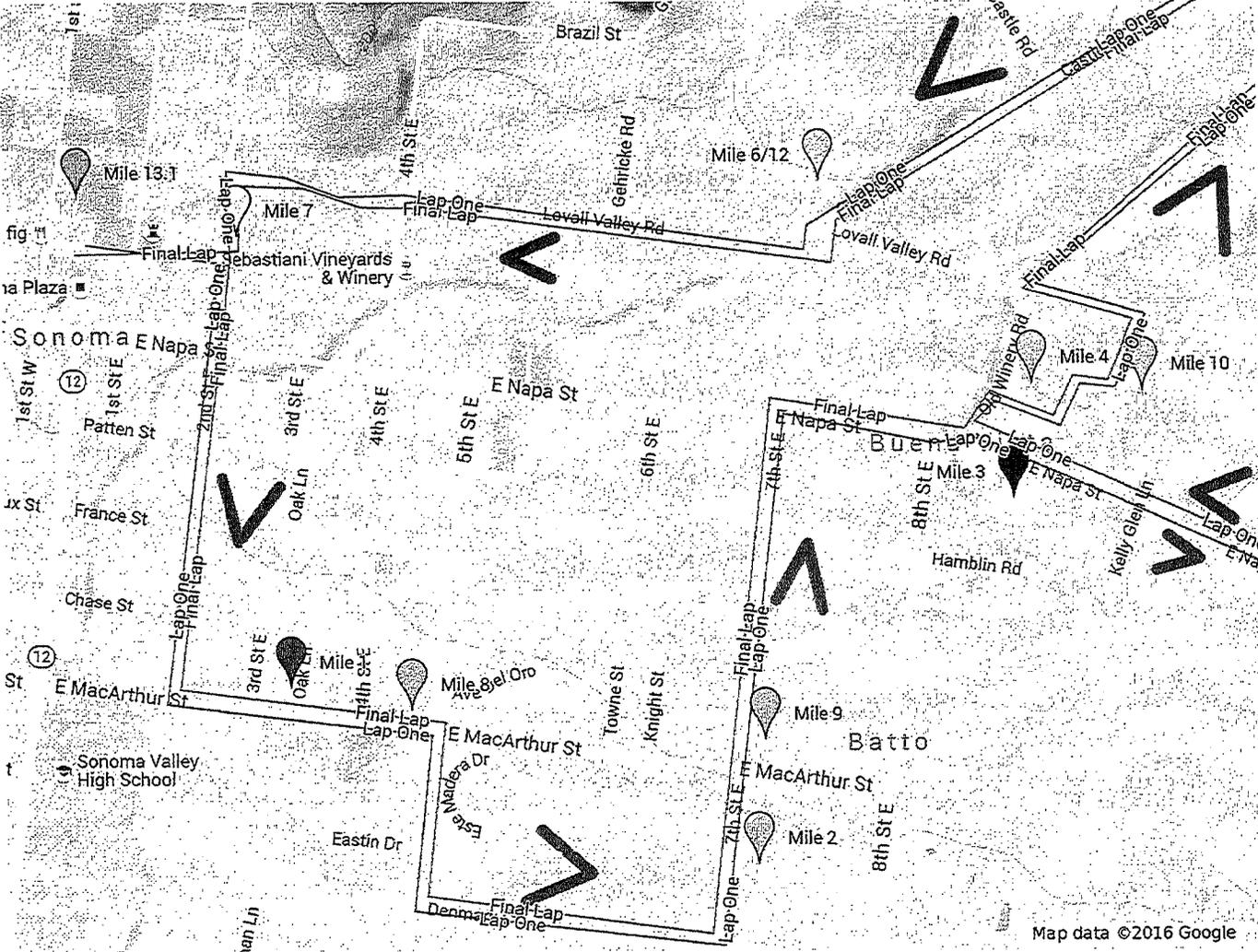


Map data ©2016 Google

Half Marathon Course

Breakdown

-  Final Lap
-  Lap One
-  Mile 1
-  Mile 10
-  Mile 13.1
-  Mile 2
-  Mile 3
-  Mile 4
-  Mile 5/11
-  Mile 6/12
-  Mile 7
-  Mile 8
-  Mile 9
-  Other / No value



Hit The Road Jack 2016 Public Safety Plan

Each tent erected on the Plaza will have proper emergency exits, fire extinguishers, and adequate clearance for emergency vehicles to pass in the event of an emergency. The tie-downs will be secured minimizing any hazards around the tent. Food vendors will have adequate clearance for emergency vehicles to pass in the event of an emergency.

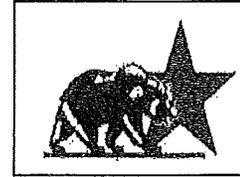
First Aid will be manned by our own Sonoma Valley Fire & Rescue Authority with an on-site ambulance staffed by volunteer personnel per Fire Chief Mark Freeman.

From 50 to 100 volunteers will be on the plaza and on race course during operation hours. These volunteers include but are not limited to the following organizations: Sonoma Volunteer Firefighters Association, The Volunteers in Policing, Sonoma Jr. Dragon Parents, SVHS Track & Field Parents, Red Grape staff, Redwood Credit Union staff, Bank of Marin staff and other local community members. Security Team will perform our security throughout the weekend with the VIPs & Sheriff's Department contracted as well. The main volunteers will carry walkie-talkies to communicate.

In the event of an emergency the Sonoma Volunteer Firefighters Association Lead will contact the appropriate emergency departments.



City of Sonoma
No. 1 The Plaza
Sonoma CA 95476



**PERMIT APPLICATION
 FOR USE OF CITY STREETS**

Application Fee: \$375.00 576
 (Encro 100 30203)

Note: Events utilizing any portion of Highway 12 must also obtain permission from Caltrans, District 4, 111 Grand Avenue, Oakland 94612, (510) 286-4404.

Name of Applicant: Gary Johnson + Mark Aiton / Hit The Road Jack

Name of Sponsoring Organization: Sonoma Volunteer Firefighter's Association

Address: 630 Second St. West Sonoma, CA 95476

Telephone Numbers: Day: 707 844-4994 Night: 707 844-4994 Email: info@hittheroadjack.org

Name of Event: Hit The Road Jack

Type of Event – Mark Appropriate Box

Run or Walk

Rally or Assembly

Parade

Other _____

Date(s) of Event: Sunday, June 5th, 2016

Street Closure(s) Requested:

Spain between 1st West and 1st East from 0700 am/pm to 1400 am/pm

_____ between _____ and _____ from _____ am/pm to _____ am/pm

_____ between _____ and _____ from _____ am/pm to _____ am/pm

Complete Description of Event. Using additional sheets if necessary, describe the number of participants; duration of the event; the number, type, size and material of all entries including any floats or banners; the number and type of animals and a plan for cleaning up after them; any seating being provided; and Judges Tables. Attach a map of the route to be used and indicating the location of the staging area, announcer's stand, barricade placement, vendors, banners, signs and booths, etc.:

Half Marathon, 10K + 3.5K Run/Walk
benefiting Sonoma Volunteer Firefighter's Association +
Sonoma Valley High School Track + Field

Estimated Daily Attendance: 1,000 - 1,250

If a Sound Amplification is be used, describe the type, location, purpose and hours of use: _____

Sound system on Spain Street for announcements + music
Announcements from 0700-1300 Music 0900-1400

General Conditions of Approval:

Applicant is responsible for obtaining permission from Caltrans for use of any portion of Highway 12. All facilities placed upon a City street are subject to continuing safety approval and inspection by the appropriate City departments. A clear path of a minimum width of 20 feet through the length of the portion of roadway being used must be maintained for emergency vehicle access. Obstructions shall not be placed along the curb or the roadway within 10 feet of any fire hydrant. All facilities used for the event shall be removed from City streets immediately after the close of the event. All costs for barricading, traffic control, street sweeping and clean up shall be borne by the applicant. Applicant will be required to submit a deposit equal to the amount estimated by the City for services performed by City personnel in relation to the event. The deposit is due no later than two weeks before the first day of the event. If actual costs exceed the amount of the deposit, applicant will be required to pay the difference. If actual costs are less than the deposit, the excess will be returned to applicant or applied to any other fees or charges owed to the City. Applicant must provide a certificate of insurance and a policy endorsement naming the City of Sonoma as additional insured as described in the City of Sonoma Facility Use Insurance Requirements.

I do hereby acknowledge and affirm that all information contained herein is accurate to the best of my knowledge and agree to assume full responsibility and liability for and indemnify, and suits for or by reason of injury to any person or damages to any property of the parties hereto or of the third persons for any and all cause or causes whatsoever on in any way connected with the holding of said event or any act or omission or thing in any manner related to said event and its operation irrespective of negligence, actual or claimed, upon the part of the City, its agents or employees.


Applicant's Signature

10/3/2015
Date

For City Use Only	
POLICE DEPARTMENT RECOMMENDATION:	<input type="checkbox"/> Approve <input type="checkbox"/> Deny
Amount of Deposit Required _____	
COMMENTS:	
_____	_____
Authorized Signature	Date
PUBLIC WORKS DEPARTMENT RECOMMENDATION:	<input type="checkbox"/> Approve <input type="checkbox"/> Deny
Amount of Deposit Required _____	
COMMENTS:	
_____	_____
Authorized Signature	Date
Date Approved by CSEC _____	
Date Approved by City Council <u>May 2, 2016</u>	

City of Sonoma Special Events Waste Minimization and Recycling Plan

Required for all special events

Name of Event: All the Road Jack Event Organizers Name: on your mark events
 Phone #: 209 795 7832 Recycling Monitor(s): Yes

Please read the attached sustainable event guidelines and information. Included is a step-by-step guide, great ideas and many resources to ensure that yours will be a sustainable event!

Thank you for supporting a more sustainable Sonoma! Our goal is to divert waste from the landfill

Please complete the form below and outline your waste minimization and recycling plan. Your plan should include ways to address the following challenges that are inherent with special events:

- Large amounts of waste generated in short period of time
- Variation in type of waste
- Waste tends to be afterthought
- Diverse attendees
- Large amounts of single use items
- High level of food discards
- Contamination prevention

Remember, no Styrofoam!

1. What is the estimated amount and types of waste anticipated from this event?

- a. **Garbage** (landfill) 2 50 Gal cans
- b. **Recycling** (indicate type e.g. glass, cans, plastic, aluminum, paper. Totals can be combined for blue cans)
- Type: Plastic Gal (50) 3
- Type: Paper Gal (50) 8
- Type: _____ Dumpster _____
- Type: _____ Dumpster _____
- c. **Composting**: _____ Gal (50) _____
- d. **Other** (describe) _____

2. What actions will you be taking to reduce the amount of waste generated at this event? Describe plan and outline steps.

Recyclable cups & plastic will be used

3. What arrangements will be made for separation, collection and diversion from landfills of reusable and recyclable (list specific types) materials?

Separate Containers - Inspection
= Separate Bagging

4. Did you have a pre-event meeting with hauler and/or park staff (or review their criteria)?

To be done

FINAL REPORT (POST EVENT)
TO BE COMPLETED AFTER EVENT & SENT TO CITY HALL
FOR CSEC REVIEW:

5. Post Event report:

- a. Name and location of event;
- b. Description of event;
- c. Description of types of waste generated;
- d. Types and amounts of waste disposed and diverted;
- e. Description of solid waste reduction, reuse, and recycling programs; and
- f. If no programs were implemented, a description of why no programs have been identified or implemented.



**City of Sonoma
No. 1 The Plaza
Sonoma CA 95476**



**PERMIT APPLICATION
POSSESSION AND CONSUMPTION
OF ALCOHOLIC BEVERAGES ON CITY PROPERTY**

Application Fee: ~~\$206.00~~ 256.00

(Park 100 30702)

Note: If charging a fee for alcohol or charging an admittance fee and serving alcohol, you must obtain a temporary sales permit from the Alcoholic Beverage Control Board @ 50 D St. Room 130, Santa Rosa 95404 707.576.2165

Name of Applicant: Gary Johnson

Name of Organization: Sonoma Volunteer Firefighters Association

Address: 630 Second St West Sonoma, CA 95476

Telephone Numbers: Day 707-849-4994 Fax: _____ Email: info@hitheroadjacks.org

Name or Description of Event: Run/walk

Date(s) of Event: 6/5/16

Location of Event: Plaza

Estimated Daily Attendance: 1,200

Will Alcohol be Sold or Dispensed Free of Charge? No

Will the Event be Open to the Public or by Invitation Only? Public

Is There a Charge for Admittance? No

Type of Alcoholic Beverages To Be Served: Wine/Beer

Dates and Times Alcohol Will Be Served: 0700-1600

I do hereby acknowledge and affirm that all information contained herein is accurate to the best of my knowledge and agree to assume full responsibility and liability for and indemnify, and suits for or by reason of injury to any person or damages to any property of the parties hereto or of the third persons for any and all cause or causes whatsoever on in any way connected with the holding of said event or any act or omission or thing in any manner related to said event and its operation irrespective of negligence, actual or claimed, upon the part of the City, its agents or employees.

Applicant's Signature

Date

10/3/2015

For City Use Only

To Be a Valid Permit, This Application Must Have the Approval of the City Manager and the Police Chief

Date Event Approved by CSEC: _____ Fee Paid: Date _____ Amount _____

APPROVED: (If not approved, please attach explanation)

City Manager

Date

Police Chief

Date



City Finance Department
 No. 1 The Plaza
 Sonoma CA 95476
 (707) 938-3681
 Fax (707) 938-8775

BUSINESS LICENSE APPLICATION

OFFICE USE ONLY	
Bus. License No.	_____
Classification	_____
Category	_____
Bus License Fee	_____
State Mandate Fee \$1.00	_____
Total Paid	_____
Expiration Date	_____

Application for: New Business License Renewal
 Change of Ownership Update Records

PLEASE PRINT LEGIBLY

Business Name Sonoma Volunteer Firefighters's Association Business Phone (707) 996-2102
 Business Location 630 Second St West Business Fax: _____
 City, State, Zip Code Sonoma, CA 95476 Start Date 1/1/16
 Mailing Address same City, State, Zip Code _____
 E Mail Address info@HitTheRoadJack.org
 State Contractor Lic. No. _____ Type _____ Expires _____ FEIN No. _____
 Seller's Permit No. _____ SEIN No. 23-7335141
Ownership Type: Corporation Partnership Sole Proprietor Other _____
 First Owner Name Gary Johnson Home Phone _____
 Address 4056 Rainier Ave
 Social Security # 549-79-5783 Driver's License # _____
 Second Owner Name _____ Home Phone _____
 Address _____
 Social Security # _____ Driver's License # _____
 Emergency Contact for Police and Fire _____ Phone _____

Type of Business:

Retail Services Professional. Number of Employees _____
 Real Estate Broker/Agent. Number of agents _____
 Contractor Manufacturing. Number of Employees _____
 Other: Non-Profit Number of Employees _____ Number of Vehicles _____

Describe Business Volunteer Fire Association

WARNING – Some types of businesses, due to location and/or type of use, may be prohibited or require approval of a Use Permit or other permit prior to operation.

I have consulted the City's Planning Department to confirm that the use/business is allowed and determine if any other permits are required. I have obtained the required approvals if applicable.

I declare under penalty of perjury, that to the best of my knowledge, the information provided herein on this application is true and correct. I understand that if issued a Business License, I will conduct business in a lawful manner and will obey the laws of the United States, the State of California and the City of Sonoma and that in conducting said business, said license is subject to suspension for violation of laws and/or ordinances.

I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for workmen's compensation.

Applicant's Signature [Signature] Date 10/3/2015

Hit the Road Jack 10K and 2.2 Mile Run, Sonoma, CA

Profit and Loss

January through December

	Actual 2015	Budget 2016	Actual 2016
Income:			
Registration			
Mail-in Registration	715	1,000	
Online Registration	13,455	17,000	
Race Day Registration	<u>6,808</u>	<u>7,000</u>	
Total Registration	20,978	25,000	
Sponsor Income	15,322	15,000	
Food/Beverage Income	<u>1,258</u>	<u>3,000</u>	
Total Income	37,558	43,000	
Expenses:			
Admin Services	2,563	3,500	
Event Insurance	435	400	
Awards/Trophys/Medals	1,474	1,500	
Cost of Food/Beverage & Sponsor Serv.	6,629	3,000	
Event Management			
Race Day Expenses	904	1,000	
Shirts	4,037	5,000	
Timing	4,000	4,000	
Public Works	1,159	1,200	
City of Sonoma- Parks & City	2,254	2,500	
Garbage	0	0	
Porta Potties	1,093	1,200	
Sonoma Sheriff	1,030	1,000	
Sonoma Valley Fire and Rescue	<u>0</u>	<u>0</u>	
Total Expense	25,218	24,300	
Net Income		18,700	
Donations:			
Sonoma Valley Firefighters	8,000	15,000	
Sonoma Valley HS Track	3,000	3,000	
Total Donations	11,000	18,000	
Retained Earnings	<u>1,340</u>	<u>700</u>	

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: JUL 31 2013

SONOMA VOLUNTEER FIREFIGHTERS
ASSOCIATION INC
C/O TOM DEELY
630 SECOND STREET WEST
SONOMA, CA 95476

Employer Identification Number:
23-7335141
DLN:
17053137350043
Contact Person: DEL TRIMBLE ID# 31309
Contact Telephone Number:
(877) 829-5500

Accounting Period Ending:
December 31
Public Charity Status:
170(b)(1)(A)(vi)
Form 990 Required:
Yes
Effective Date of Exemption:
May 10, 2013
Contribution Deductibility:
Yes
Addendum Applies:
No

Dear Applicant:

We are pleased to inform you that upon review of your application for tax exempt status we have determined that you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code. Contributions to you are deductible under section 170 of the Code. You are also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2106 or 2522 of the Code. Because this letter could help resolve any questions regarding your exempt status, you should keep it in your permanent records.

Organizations exempt under section 501(c)(3) of the Code are further classified as either public charities or private foundations. We determined that you are a public charity under the Code section(s) listed in the heading of this letter.

Please see enclosed Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, for some helpful information about your responsibilities as an exempt organization.

Letter 947 (DO/CG)

City of Sonoma

Sonoma Sister Cities:

No. 1 The Plaza
Sonoma, California 95476-6618
Phone (707) 938-3681 Fax (707) 938-8775
E-Mail: cityhall@sonomacity.org



Aswan Egypt
Chambolle-Musigny France
Greve Italy
Kaniv Ukraine
Patzcuaro Mexico
Penglai China
Tokaj Hungary

May 4, 2016

Westley Wallinger
214 Fine Avenue
Sonoma, Ca. 95476

Subject: Tree Removal Review – 214 Fine Avenue (APN 023-040-048).

Westley:

At your request, the Tree Committee has approved your application for the removal of 3 Liquidambar trees located in the front parkway strip of the property fronting 214 Fine Avenue. It is the property owner's responsibility to remove and replace the trees.

The replacement trees shall consist of 2-15 gallon or larger trees, from the City Tree List.

An Encroachment Permit shall be required for all work performed in the public right-of-way (including removal and replacement of the trees). Please contact the Building Department at (707) 938-3681 for information regarding City Encroachment Permits.

Sincerely,

Trent Hudson
Public Works Operations Manager

cc: Dean Merrill, Streets Supervisor

No. 1 The Plaza
Sonoma, California 95476-6618
Phone (707) 938-3681 Fax (707) 938-8775
E-Mail: cityhall@sonomacity.org



Aswan Egypt
Chambolle-Musigny France
Greve Italy
Kaniv Ukraine
Patzcuaro Mexico
Penglai China
Tokaj Hungary

May 4, 2016

Bill Fernandez
228 Patten Street
Sonoma, Ca. 95476

Subject: Tree Removal Review – 228 Patten Street (APN 018-262-006).

Bill:

At your request, the Tree Committee has approved your application for the removal of 1 Oak tree located in the front parkway strip of the property fronting 228 Patten Street. It is the property owner's responsibility to remove and replace the tree.

The replacement tree shall consist of 1-15 gallon or larger tree, from the City Tree List.

An Encroachment Permit shall be required for all work performed in the public right-of-way (including removal and replacement of the trees). Please contact the Building Department at (707) 938-3681 for information regarding City Encroachment Permits.

Sincerely,

Trent Hudson
Public Works Operations Manager

cc: Dean Merrill, Streets Supervisor

No. 1 The Plaza
Sonoma, California 95476-6618
Phone (707) 938-3681 Fax (707) 938-8775
E-Mail: cityhall@sonomacity.org



Aswan Egypt
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Greve Italy
Kaniv Ukraine
Patzcuaro Mexico
Penglai China
Tokaj Hungary

May 4, 2016

Ted Nordquist
440 Eastin Drive
Sonoma, Ca. 95476

Subject: Tree Removal Review – 440 Eastin Drive (APN 128-151-033).

Ted:

At your request, the Tree Committee has approved your application for the removal of 1 Liquidambar tree located in the front parkway strip of the property fronting 440 Eastin Drive. It is the property owner's responsibility to remove and replace the tree.

The replacement tree shall consist of 1-15 gallon or larger tree, from the City Tree List.

An Encroachment Permit shall be required for all work performed in the public right-of-way (including removal and replacement of the tree). Please contact the Building Department at (707) 938-3681 for information regarding City Encroachment Permits.

Sincerely,

Trent Hudson
Public Works Operations Manager

cc: Dean Merrill, Streets Supervisor

City of Sonoma

Sonoma Sister Cities:

No. 1 The Plaza
Sonoma, California 95476-6618
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Chambolle-Musigny France
Greve Italy
Kaniv Ukraine
Patzcuaro Mexico
Penglai China
Tokaj Hungary

May 4, 2016

Peter Adams
544 Mariano Drive
Sonoma, Ca. 95476

Subject: Tree Removal Review – 544 Mariano Drive (APN 127-511-005).

Peter:

At your request, the Tree Committee has approved your application for the removal of 1 Magnolia tree located in the front parkway strip of the property fronting 544 Mariano Drive. It is the property owner's responsibility to remove and replace the tree.

The replacement tree shall consist of 1-15 gallon or larger tree, from the City Tree List.

An Encroachment Permit shall be required for all work performed in the public right-of-way (including removal and replacement of the trees). Please contact the Building Department at (707) 938-3681 for information regarding City Encroachment Permits.

Sincerely,

Trent Hudson
Public Works Operations Manager

cc: Dean Merrill, Streets Supervisor

M E M O

TO: Community Services and Environment Commission
FROM: Associate Planner Atkins
RE: Discussion and possible action regarding the Climate Action 2020 Plan

Background

In May of 2013, the City Council authorized the City Manager to execute a memoranda of agreement to participate and qualify for funding in the County-wide Greenhouse Gas Reduction Implementation Program (GRIP), subsequently renamed Climate Action 2020 (CA2020). CA 2020 is a collaborative effort among all nine cities and the County of Sonoma to take further action in reducing GHG emissions community-wide. Through the implementation of this program, participating jurisdictions will achieve compliance with Bay Area Air Quality Management District (BAAQMD) guidelines and other related policies that establish reduction targets for GHG emissions, including AB 32, CEQA, and local GHG reduction goals. Building upon the climate protection efforts and goals established in 2008 Community Climate Action Plan created by the Climate Protection Campaign, the goal of Climate Action 2020 is to update all municipal and community-wide GHG inventories, evaluate emission targets, and to create an implementation plan to reach those targets. The updated Climate Action Plan developed for each jurisdiction is tailored to its specific circumstances while at the same time benefitting from a county-wide perspective.

Purpose

The Regional Climate Protection Authority (RCPA) has been working with a countywide staff Working Group and under the direction of the RCPA Board of Directors to develop a Public Review Draft *Climate Action 2020 Plan: A Regional Program for Sonoma County Communities*. The purpose of this presentation is to provide an overview of the draft plan, introduce the proposed elements that are specific to the City of Sonoma, and provide a recommendation to the City Council. The CSEC should consider whether the proposed approach for Sonoma's contributions to *Climate Action 2020* can be modified to better reflect local opportunities, priorities, or constraints. Public comment is invited during the public presentations on the draft plan. Interested persons are also encouraged to review the plan and provide comments by going to the RCPA's website at: www.rcpa.ca.gov. Staff from the RCPA will be present to receive comments that will inform edits made to the draft before publication later in 2016 prior to adoption hearings to be held in Sonoma and around the county.

Project Overview

Climate Action 2020 is a regional greenhouse gas (GHG) emissions reduction implementation program for Sonoma County communities. It is a collaborative effort among all nine cities and the County of Sonoma to take further actions to reduce GHG emissions on a coordinated, county-wide basis. The approach called for in the draft plan is for each local government to contribute measures towards a countywide greenhouse gas reduction target of 25% below 1990 levels by 2020, on a path towards a long term goal of 80% below 1990 levels by 2050. The 2020 Climate Action Plan would establish a framework for all Sonoma County jurisdictions to take a consistent and coordinated approach for climate action and commit to implementing locally-appropriate measures through the adoption of the plan.

The development of the draft Plan has been led by the RCPA and has been advanced by a Working Group comprised of planning staff from each of the 10 jurisdictions of Sonoma County, including the City of Sonoma. The project has also been built upon the input and recommendations received through a countywide Stakeholder Advisory Group (comprised of citizen representatives from around the county as appointed by the RCPA Board), public workshops in each jurisdiction, numerous community group presentations and events, and an online survey. The objective of the project is to develop a community wide climate action plan for all of Sonoma County to comply with State expectations (Global Warming Solutions Act - AB32), achieve our locally adopted goals, take the next step towards a long-term low carbon future, and provide for new development that is consistent with climate goals. The project has been funded in part by a grant from the Strategic Growth Council that has provided for City of Sonoma staff time, RCPA staff time for regional project management, and technical consulting resources.

Progress to Date

The following project milestones have been achieved:

- Countywide greenhouse gas inventory data has been collected and analyzed, resulting in historic emissions back-casts, 2010 inventories, and business-as-usual forecasts for each community across the primary local activities that generate GHGs.
- Research and analysis of existing policies and programs throughout Sonoma County was completed to understand how existing efforts will advance local climate goals.
- Three Stakeholder Advisory Group meetings were held to review inventories, forecasts, targets, and candidate reduction measures, as well as to discuss local climate impacts.
- Sector-specific ad hoc committees comprised of Stakeholder Advisory Group members were created to get into the details of sector specific analysis and measure definitions.
- One noticed public meeting was held in each jurisdiction to introduce the project and solicit input on community priorities; an online forum was established to solicit comments and share updates.
- Over 30 additional presentations on the project were given to community groups at their request, including Chambers of Commerce, Rotaries, HOAs, non-profits, etc.
- A draft list of local measures that will complement existing local measures, State actions, and regional actions was identified through these staff, stakeholder, and public engagement processes.
- Draft measures were built into a GHG reduction planning tool, customized for each locality, so planning staff for each jurisdiction could select an appropriate package of measures with appropriate parameters to evaluate for potential inclusion in the draft plan;

the tool yields the potential annual impact of each measure in the year 2020 in metric tons of carbon dioxide equivalent (MTCO_{2e}).

- A draft countywide reduction target of 25% below 1990 levels by 2020 was proposed by the Staff Working Group and approved by the RCPA Board; the recommendation was informed by previously adopted local targets, state expectations, the scientific imperative of climate change, forecasts for GHG emissions growth, and analysis of the impact of reduction measures identified for possible implementation in each community.
- All of these efforts have culminated in the completion of the Public Review Draft of the Climate Action 2020 Plan, which is being presented to the City of Sonoma and throughout the county in order to receive feedback and direction on how to make the plan a better reflection of climate action opportunities and priorities in the City of Sonoma.

Highlights from the Public Review Draft

Greenhouse gas inventories demonstrate that in the absence of new actions, Sonoma County emissions will climb back above historic levels by 2020:

- Countywide emissions in 1990: ~4 million MTCO_{2e}.
- Countywide emissions in 2010: ~3.7 million MTCO_{2e} (10% below 1990).
- Countywide emissions forecast in 2020 without action: ~4.4 million MTCO_{2e} (10% above 1990).
- Countywide emissions target for 2020: ~3 million MTCO_{2e} (25% below 1990).

The countywide goal of 25% below 1990 levels is achievable through a combination of state, regional, and local actions, if we work as a region.

- Variable growth rates since 1990, and an emphasis on city-centered growth in Sonoma County make the 25% below 1990 levels target more difficult to achieve in some communities than in others; therefore the RCPA has proposed a county-wide target of 25% below 1990 levels. Each jurisdiction will contribute to the regional goal by adopting a suite of local measures.
- State actions already underway will contribute 52% of the reductions needed to keep emissions under 3 million MTCO_{2e} in 2020.
- Actions under local governance will be responsible for the remaining 48% of reductions needed to achieve the local target. These actions include contributions from regional collaborations that are already in place or moving forward outside of Climate Action 2020, including SMART, Sonoma Clean Power, the PACE Financing Marketplace, Sonoma County Transportation Authority's Shift Plan, and others.
- Local reductions are still needed from local measures that will be implemented by the county and the cities.

The Draft Plan was developed to advance climate protection 20 goals by 2020:

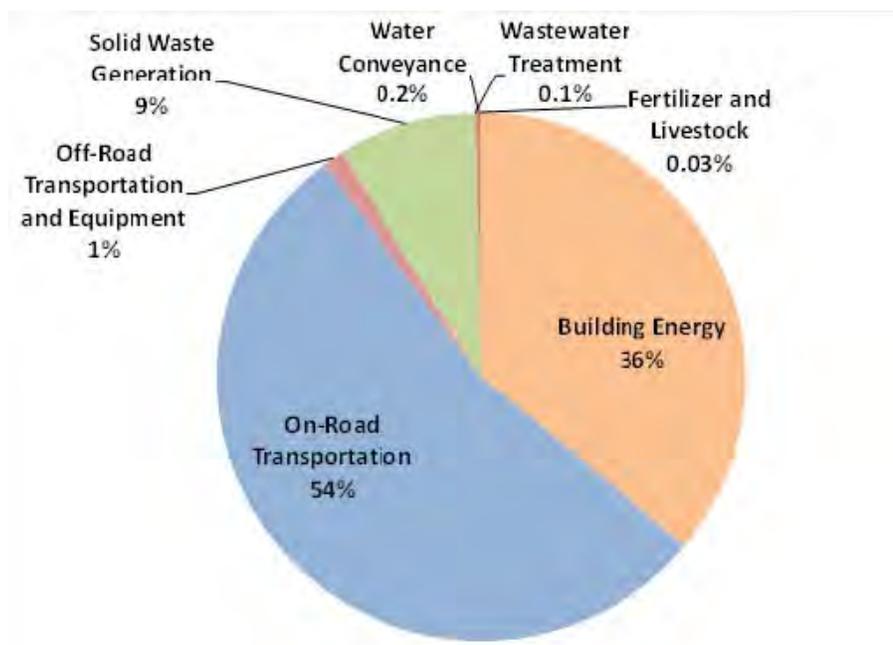
- Each community will contribute to some or all of these goals through local actions.
- The Plan allows for flexibility at a local level to define the best ways to advance these goals.

Climate Action Plan 2020 Goals

Sector	Goals
Building Energy	<ol style="list-style-type: none"> 1. Increase building energy efficiency 2. Increase renewable energy use 3. Switch equipment from fossil fuel to electricity
Transportation & Land Use	<ol style="list-style-type: none"> 4. Reduce travel demand through focused growth 5. Encourage a shift toward low-carbon transportation options 6. Increase vehicle and equipment fuel efficiency 7. Encourage a shift toward low-carbon fuels in vehicles and equipment 8. Reduce idling
Solid Waste Generation	<ol style="list-style-type: none"> 9. Increase solid waste diversion 10. Increase capture and use of methane from landfills
Water Conveyance & Wastewater Treatment	<ol style="list-style-type: none"> 11. Reduce water consumption 12. Increase recycled water and greywater use 13. Increase water and wastewater infrastructure efficiency 14. Increase use of renewable energy in water and wastewater systems
Livestock & Fertilizer	<ol style="list-style-type: none"> 15. Reduce emissions from livestock operations 16. Reduce emissions from fertilizer use
Advanced Climate Initiatives	<ol style="list-style-type: none"> 17. Protect and enhance the value of open and working lands 18. Promote sustainable agriculture 19. Increase carbon sequestration 20. Reduce emissions from consumption of goods and services, including food

The goals focus primarily on the largest local sources of GHGs:

Sources of GHG Emissions in the City of Sonoma



The City of Sonoma will help advance Climate Action 2020 goals by supporting State and Regional actions, and implementing 14 local measures.

- The plan is structured to allow Sonoma to adopt measures appropriate to the City based on community priorities and unique needs or opportunities. The suite of measures included in the Public Review Draft for the City of Sonoma are based on public outreach meetings, Council guidance, staff expertise, consultant analysis of existing measures and new measure potential, a desire for regional consistency, possibility to generate co-benefits, and best practices for local actions.
- The specific approach to implementing measures selected by the City of Sonoma is at the discretion of the City Council. Some measures can be implemented through voluntary or mandatory approaches, or through strategies to incentivize or promote behavior change.
- By pursuing local strategies within a regional planning framework, Sonoma benefits from implementation support from the RCPA and the process of evaluating emissions, identifying and evaluating strategies for implementation, and monitoring progress can be done more efficiently than if the City of Sonoma implemented a CAP alone.
- Staff is bringing the section on the City of Sonoma to the CSEC for direction on the appropriateness of the proposed measure contributions for the City of Sonoma.

The following is a list of individual GHG reduction measures that the City of Sonoma has selected for the CAP:

- Goal 1: Increase Building Energy Efficiency: Measure 1-L2: Outdoor Lighting.
- Goal 1: Increase Building Energy Efficiency: Measure 1-L3: Shade Tree Planting.
- Goal 2: Increase Renewable Energy Use: Measure 2-L2 Solar in Existing Residential Building.
- Goal 4: Reduce Travel Demand Through Focused Growth: Measure 4-L1: Mixed-Use Development in City Centers and Along Transit Corridors.
- Goal 4: Reduce Travel Demand Through Focused Growth: Measure 4-L2: Increase Transit Accessibility.
- Goal 4: Reduce Travel Demand Through Focused Growth: Measure 4-L3: Supporting Land use Measures.
- Goal 4: Reduce Travel Demand Through Focused Growth: Measure 4-L4: Affordable Housing Linked to Transit.
- Goal 5: Encourage a Shift Toward Low-Carbon Transportation Options: Measure 5-L4: Supporting bicycle/Pedestrian Measures.
- Goal 5: Encourage a Shift Toward Low-Carbon Transportation Options: Measure 5-L5: Traffic Calming.
- Goal 5: Encourage a Shift Toward Low-Carbon Transportation Options: Measure 5-L7: Supporting Parking Policy Measures.
- Goal 7: Encourage a Shift Toward Low-Carbon Fuels in Vehicles and Equipment: Measure 7-L1: Electric Vehicle Charging Station Program.

- Goal 7: Encourage a Shift Toward Low-Carbon Fuels in Vehicles and Equipment: Measure 7-L3: Reduce Fossil Fuel Use in Equipment through Efficiency or Fuel Switching.
- Goal 9: Increase Solid Waste Diversion: Measure 9-L1: Create Construction and Demolition Reuse and Recycling Ordinance.
- Goal 11: Reduce Water Consumption: Measure 11-L1: Senate Bill SB X7-7 – Water Conservation Act of 2009.

Although not identified in the draft Climate Action Plan, the City of Sonoma offers a Business Improvement Matching Funds Loan Program for businesses located within city limits, which include improvements to energy and water efficiency. This information will be included in the final Plan review.

The Plan is focused on near term actions, and getting measures in place by 2020 that will put all of Sonoma County on a path towards longer term GHG targets.

- Demonstrating consistency with the current State Scoping Plan (AB 32) is an important goal for the project; however, the plan significantly exceeds expectations for GHG reductions and sets up the City of Sonoma for success in the next stage of State climate action measures, despite the lack of clarity surrounding what will follow AB 32.
- The Plan proposes new long-term goals of 40% below 1990 by 2030 and 80% below 1990 levels by 2050. These reductions are consistent with most leading policy goals for climate action.
- Measures proposed for the City of Sonoma will provide reduction benefits well beyond the calendar year of 2020.

By adopting the Climate Action Plan later this year, the City of Sonoma will be able to streamline the review of GHG impacts from new development.

- The Plan includes a model consistency checklist that may be used by the City of Sonoma to review the significance of new development with respect to GHG emissions. If a project can't demonstrate consistency with the CAP, it will still be required to conduct project-specific GHG analysis and mitigation at the discretion of the City of Sonoma.
- It is important that new development incorporate climate action strategies and reflect lower-carbon growth; however, success in achieving targets will be overwhelmingly dependent on reducing emissions from existing sources.
- The RCPA will serve as Lead Agency and will develop and certify the Environmental Impact Report (EIR) associated with the Plan. The City of Sonoma will review the EIR and if it is determined to be adequate, may act as a Responsible Agency and use the consistency checklist to review new development. The Draft EIR was released on March 21, 2016. Hearings and the comment process will be noticed and posted on the RCPA website: rcpa.ca.gov.

The implementation of measures will rely on collaboration, and the RCPA is well positioned to support members.

- Climate change affects everyone and opportunities to address it do not fall neatly within political boundaries. Working together ensures that resources are efficiently deployed to

solve the problem, policies are clear and consistent, and each actor is doing what it can to advance common goals.

- The RCPA and other regional entities will support the City of Sonoma by: pursuing funding, convening stakeholder conversations about measure design, researching best practices, drafting measure templates, collecting, analyzing, and reporting data, and engaging community members in the design of specific strategies.

The implementation framework proposed includes monitoring and adaptive management to track progress and evaluate priorities for future programs.

- Monitoring will be led by the RCPA, with support from the City of Sonoma staff who will be asked to provide data and annual updates on the status of implementation.

Funding and financing tools will continue to be essential in expanding the impact of local climate actions.

- The RCPA will work with the City of Sonoma and the other communities of Sonoma County to secure financial resources to support investments in climate solutions, particularly those that generate positive return for local communities.

The Draft Plan also provides an updated analysis of local climate risks and nine goals for climate resilience.

- A detailed report: *Climate Ready Sonoma County: Climate Hazards and Vulnerabilities* was published as an earlier element of the project.
- Highlights from the report are included in the Draft CAP, along with goals for climate resilience that were developed with input from the SAG and two large public forums on climate adaptation.
- This risk assessment and resilience goals will serve as the foundation for future projects between the RCPA and the City of Sonoma to reduce local vulnerability to climate change.

Schedule and Next Steps

- March – May – Public presentations made at each local governing body; public comment period on Draft CAP open
- April – Draft EIR released for comment
- May 6th – 45 Day public comment period on Draft EIR ends at 5 p.m.
- May 31st – Public comments period on CA2020 Plan ends at 5 p.m.
- June– RCPA and SWG respond to direction and comments
- July – RCPA publishes final draft CAP and EIR for adoption and certification
- August – Fall – Cities and County adopt Final CAP

Financial Impact

While local participation in the Climate Action 2020 Program has required staff time to assist with information development and public outreach, these costs are reimbursed in an amount not to exceed \$11,697 over the two-year Plan preparation period.

April 13, 2016, CSEC Meeting

At the April CSEC David Goodison and Lauren Casey from the RCPA gave a brief overview of the CA2020 Plan. Comments were received by both the CSEC and the public.

May 11, 2016, CSEC Meeting

At this time the CSEC should provide staff with specific comments regarding the City of Sonoma portion of the Plan (Chapter 5.8). Particularly, the CSEC should identify changes that could better reflect CA2020 goals and measures for the City of Sonoma. These comments should take the form of a recommendation to the City Council for consideration and final approval. Other general comments related to the Plan will be forwarded to the RCPA Board for further consideration.

Recommendation

Receive presentation, provided feedback, and provide recommendations to City Council for final approval.

Attachments:

- City of Sonoma Local Measures Under Consideration
- Measure Descriptions
- Draft Table of Measures by Sectors, Jurisdictions Commitments, and Toolkit Interest

cc: Andrew Krause, via email
David Brin, via email
Laura Declercq, via email
Jerry Bernhaut, via email
Tom Conlin, via email

Sector	Local Measures in CA2020				
Building Energy		Outdoor Lighting (1-L2) Shade-Tree Planting (1-L3) Solar in Existing Residential Buildings (2-L2)			
Transport. & Land Use		Mixed-Use Development in City Centers and along Transit Corridors (4-L1) Increase Transit Accessibility (4-L2) Supporting Land Use Measures (4-L3) Affordable Housing Linked to Transit (4-L4) Supporting Bicycle/Pedestrian Measures (5-L4) Traffic Calming (5-L5) Supporting Parking Policy Measures (5-L7) Electric Vehicle Charging Station Program (7-L1) Reduce Fossil Fuel Use in Equipment through Efficiency or Fuel Switching (7-L3)			
Solid Waste Generation		Create Construction and Demolition Reuse and Recycling Ordinance (9-L1)			
Water & Wastewater		SB X7-7 – Water Conservation Act of 2009 (11-L1)			
Livestock & Fertilizer		<i>No local measures for Sonoma</i>	Advanced Climate Initiatives		<i>No local measures for Sonoma</i>

Expand the Green Building Ordinance Energy Code

1-L1

Supports CA2020 Goal 1: Increase Building Energy Efficiency

GHG Reductions by 2020: 80 MTCO₂e per year

Require new development to exceed CALGreen Title 24 standards through Tier 1 voluntary standards (15% reduction from 2010 Title 24 standards) or Tier 2 (30% reduction from 2010 Title 24 standards), or another percentage beyond Title 24. Extend this requirement to apply to future updates to the Title 24 code until zero net energy is achieved through state building standards. Incorporate green building principles and practices into the planning, design, construction, management, renovation, operations, and demolition of all new buildings.

Community Co-Benefits



Implementation:

Each jurisdiction would be responsible for developing and implementing a new Green Building Ordinance (GBO) consistent with the goals chosen as part of this measure.

Measure Commitments:

Each jurisdiction will adopt a percentage beyond Title 24 as part of an updated GBO.

Key Progress Indicators:

1. Energy consumption
 2. Energy savings
 3. The number of new homes and businesses compliant with new GBOs
-

Outdoor Lighting

1-L2

Supports CA2020 Goal 1: **Increase Building Energy Efficiency**

GHG Reductions by 2020: **1,554 MTCO₂e per year**

Adopt outdoor lighting standards to reduce electricity consumption above and beyond the requirements of AB 1109. Replace a certain percentage of incandescent outdoor lighting with light-emitting diode (LED) bulbs by 2020.

Community Co-Benefits



Implementation:

Implementation mechanisms will be chosen by each jurisdiction and may include developing a new ordinance requiring LED outdoor lighting for new development and/or providing incentives for bulb replacement in existing fixtures.

Measure Commitments:

Each jurisdiction will adopt a goal for the percent of outdoor lighting to be replaced with high efficiency LEDs, between 20% and 80%.

Key Progress Indicators:

1. Energy consumption
 2. Energy savings
 3. The number of LED outdoor lights installed/sold
-

Shade-Tree Planting

1-L3

Supports CA2020 Goal: 1 Increase Building Energy Efficiency

GHG Reductions by 2020: 45 MTCO₂e per year

Expand on current urban tree planting policies and programs to establish a shade tree planting goal for each jurisdiction to help reduce building energy use. The communities already have different tree planting programs that vary by location.

Community Co-Benefits



Implementation:

Implementation mechanisms may include:

- Establishing goals and funding sources for new trees planted on city/County property
- Implementing a requirement to account for trees removed and planted as part of new construction
- Requiring new development to plant shade trees (e.g., a certain number of new trees per dwelling unit, new resident, square footage of building, or size of lot)
- Providing rebates for the purchase of new trees and education about the benefits of shade trees and tree care for residents.

Measure Commitments:

Each jurisdiction will adopt a goal for the number of new trees planted by 2020, between 50 and 1,000.

Key Progress Indicators:

1. Energy consumption
 2. Energy savings
 3. The number of trees planted
-

Co-Generation Facilities

1-L4

Supports CA2020 Goal 1: **Increase Building Energy Efficiency**

GHG Reductions by 2020: **3 MTCO₂e per year**

Optimize the use of locally generated energy by encouraging, where feasible, co-generation facilities in new commercial and industrial facilities greater than 100,000 square feet. The jurisdictions will encourage co-generation facilities through a number of actions, such as amending ordinances, removing regulatory barriers, providing financial incentives, and providing outreach.

Community Co-Benefits



Implementation:

Implementation mechanisms in each jurisdiction could include developing new ordinances or offering incentives for co-generation facilities. For example, a GBO may include LEED certification credits (or other GBO compliance mechanisms) for the use of co-generation. The jurisdictions could offer financial incentives for combined heat and power system development by securing funding available through partnerships with utilities, state and federal government programs (e.g., tax credits, rebates, grants, low-interest loans), energy performance contracts, and non-profit organizations. The communities can also encourage cogeneration by removing any unintended regulatory barriers, such as standard interconnection requirements, net metering, and output-based regulations (U.S. Environmental Protection Agency 2014b). The communities would need to identify land uses that would be appropriate for this measure, and then conduct outreach efforts that explain new ordinances or incentives that are being offered.

Measure Commitments:

Each jurisdiction will adopt a goal for installation of new combined heat and power capacity.

Key Progress Indicators:

1. The number of co-generation projects
 2. The capacity (kilowatt) and generation (kilowatt-hours) for each new combined heat and power system facility
-

Solar in New Residential Development

2-L1

Supports CA2020 Goal 2: Increase Renewable Energy Use

GHG Reductions by 2020: 246 MTCO₂e per year

Implement a requirement to install solar energy systems on new residential buildings to increase local renewable energy generation. Under this measure, the jurisdictions will also encourage or require solar installations on as many new multi-family developments as feasible.

Community Co-Benefits



Implementation:

This could be implemented through discretionary approvals and permitting for new projects. This program may also include streamlined permitting, providing information to homeowners for low-interest financing, assisting homeowners in purchasing solar photovoltaics through low-interest loans or property tax assessments, requiring that new development provide for solar access and build solar-ready features into buildings, and establishing guidelines for solar development. Funds may be provided through the Solar Sonoma County/Solar Action Alliance, and other sources. The jurisdictions may encourage solar installation by forming partnerships with Sonoma Clean Power, Pacific Gas & Electric Company (PG&E) and other private sector funding sources, or other solar lease or power purchase agreement (PPA) companies. The communities would be responsible for implementing this measure through coordination with relevant entities, such as PG&E, PPA companies, and solar financing organizations. The actual market penetration rates that each jurisdiction will achieve will likely be influenced by how the community implements this measure. For example, adopting an ordinance to require solar in all new housing would result in a 100% participation rate. Alternatively, a jurisdiction may rely on voluntary solar installation using the funding sources and financing options discussed above. In this approach, participation rates would increase to the extent that funding is available, most likely resulting in less than a 100% participation rate.

Measure Commitments:

Each jurisdiction will adopt a goal for the percentage of new homes installing solar by 2020, between 8% and 100%.

Key Progress Indicators:

1. The number of residential photovoltaic (PV) installations
 2. PV electric generation capacity
 3. Actual PV electric generation
-

Solar in Existing Residential Development

2-12

Supports CA2020 Goal: 2 Increase Renewable Energy Use

GHG Reductions by 2020: 9,942 MTCO₂e per year

Incentivize solar energy installation on existing residential buildings to increase renewable energy generation.

Community Co-Benefits



Implementation:

This could be implemented through the permitting process for major remodels and through incentives for existing homes. The jurisdictions could require solar installation on all existing homes that undergo major remodels. This program may also include streamlined permitting, providing information to homeowners for low-interest financing, assisting homeowners in purchasing solar photovoltaics through low-interest loans or property tax assessments, and establishing guidelines for solar development. Funds may be provided through the Solar Sonoma County/Solar Action Alliance and Property Assessed Clean Energy (PACE) financing options available through the County of Sonoma Energy and Sustainability Division (ESD). The jurisdictions may encourage solar installation by forming partnerships with PG&E and other private sector funding sources including SunRun, SolarCity, or other solar lease or PPA companies. The jurisdictions would be responsible for implementing this measure through coordination with relevant entities, such as PG&E, PPA companies, and solar financing organizations.

Measure Commitments:

Each jurisdiction will adopt a goal for the percentage of existing homes installing solar by 2020, between 2% and 15%.

Key Progress Indicators:

1. The number of PV installations on existing homes
 2. PV electric generation capacity
 3. Actual PV electric generation
-

Solar in New Nonresidential Developments

2-L3

Supports CA2020 Goal: Increase Renewable Energy Use

GHG Reductions by 2020: 528 MTCO₂e per year

Implement a requirement to install solar energy systems on new nonresidential development to increase local renewable energy generation. Under this measure, the jurisdictions will encourage or require solar installations on as many new nonresidential developments as feasible.

Community Co-Benefits



Implementation:

This could be implemented through discretionary approvals and permitting for new projects. This program may also include streamlined permitting, providing information to developers for low-interest financing, assisting developers in purchasing solar photovoltaics through low-interest loans or property tax assessments, requiring that new development provide for solar access and build solar-ready features into buildings, and establishing guidelines for solar development. Funds may be provided through the Solar Sonoma County/Solar Action Alliance and other sources. The jurisdictions may encourage solar installation by forming partnerships with Sonoma Clean Power, PG&E and other private sector funding sources, or other solar lease or PPA companies. The communities would be responsible for implementing this measure through coordination with relevant entities, such as PG&E, PPA companies, and solar financing organizations. The actual market penetration rates that each community will achieve will likely be influenced by how the jurisdiction implements this measure. For example, adopting an ordinance to require solar in all new nonresidential development would result in a 100% participation rate. Alternatively, an ordinance with building-size thresholds, such as an ordinance that requires solar only for buildings greater than a certain square footage, would result in a lower participation rate.

Measure Commitments:

Each community will adopt a goal for the percentage of new nonresidential projects installing solar by 2020, between 2% and 75%.

Key Progress Indicators:

1. The number of nonresidential PV installations
 2. PV electric generation capacity
 3. Actual PV electric generation
-

Solar in Existing Nonresidential Buildings

2-L4

Supports CA2020 Goal 2: Increase Renewable Energy Use

GHG Reductions by 2020: 25,573 MTCO₂e per year

Incentivize solar energy installation for existing nonresidential buildings to increase renewable energy generation.

Community Co-Benefits



Implementation:

This measure could be implemented through discretionary approvals and permitting for existing projects as well as incentives for nonresidential buildings outside the permitting process. The jurisdictions can require all existing buildings that undergo major remodels or renovations to install solar. This program may also include streamlined permitting, providing information to developers for low-interest financing, assisting developers in purchasing solar photovoltaics through low-interest loans or property tax assessments, and establishing guidelines for solar development. Funds may be provided through the Solar Sonoma County/Solar Action Alliance and PACE financing options available through ESD. The jurisdictions may encourage solar installation by forming partnerships with PG&E and other private sector funding sources including SunRun, SolarCity, or other solar lease or PPA companies. The communities would be responsible for implementing this measure through coordination with relevant entities, such as PG&E, PPA companies, and solar financing organizations.

Measure Commitments:

Each jurisdiction will adopt a goal for the percentage of existing nonresidential buildings installing solar by 2020, between 2% and 25%.

Key Progress Indicators:

1. The number of nonresidential PV installations
 2. PV electric generation capacity
 3. Actual PV electric generation
-

Convert to Electric Water Heating

3-L1

Supports CA2020 Goal 3: **Switch Equipment from Fossil Fuel to Electricity**

GHG Reductions by 2020: *2,215 MTCO₂e per year*

Replace residential natural gas water heating equipment with electric water heating. This measure shifts the energy source from a relatively high GHG-intensive source (natural gas) to a lower GHG-intensive source—clean electricity.

Community Co-Benefits



Implementation:

Implementation mechanisms in each jurisdiction could include developing ordinances to require electric water heating for new development or implementing incentives for installing electric water heaters in existing buildings. The communities would need to develop outreach efforts to increase awareness among community members.

Measure Commitments:

Each jurisdiction will adopt a goal for the percentage of homes replacing natural gas heaters with electric water heaters, between 1% and 10%.

Key Progress Indicators:

1. Energy consumption
 2. Energy savings
 3. The number of electric water heaters installed
-

Mixed-Use Development in City Centers and along Transit Corridors

4-L1

Supports CA2020 Goal: Reduce Travel Demand through Focused Growth

GHG Reductions by 2020:

The jurisdictions would focus new residential and commercial development in their city centers and along existing and planned transit corridors. Mixed-use development (such as residential use above commercial uses) in such locations would improve the diversity of nearby land uses and facilitate easier access to retail and commercial destinations. Improving the jobs/housing balance would also facilitate access to work destinations. Development adjacent to transit centers and along active transit corridors (commonly called *transit-oriented development* or TOD) would increase the amount of trips that can be completed via transit instead of personal vehicles.

Community Co-Benefits



Implementation:

The jurisdictions will develop appropriate tools to encourage mixed-use, infill, and TOD for cities and urbanized unincorporated areas. The primary method will be through updated General Plans and Specific Plans and associated land use designations and site zoning. Policies could include updating zoning codes and improving transit and shuttle service in areas targeted for mixed-use development. The communities would promote and apply existing policies and incentives to further encourage mixed-use, infill, and TOD. Potential incentives could include reduced parking requirements, reductions in building and permit fees, density increases, and other related items.

Measure Commitments:

Each community will set a goal for percentage of new development that results in mixed use, between 15% and 70%; reduces VMT by 4% to 19%.

Key Progress Indicators:

1. The percentage of growth resulting in mixed-use development
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales
-

Increase Transit Accessibility

4-L2

Supports CA2020 Goal 4: Reduce Travel Demand through Focused Growth

GHG Reductions by 2020: 1,057 MTCO₂e per year

Encourage all new residential projects consisting of 25 units or more to be located within 0.5 mile of a transit node, shuttle service, or bus route with regularly scheduled, daily service. Consider requirements such as reduced parking, unbundled parking, subsidized public transportation passes, or ride-matching programs, based on site-specific review.

Community Co-Benefits



Implementation:

Each jurisdiction will identify potential areas for TOD and prepare policies and incentives to encourage development near high-quality transit service. Strategies include encouraging TOD in updated General Plans, Specific Plans, and zoning codes, and developing new ordinances requiring transit accessibility. Potential incentives could also include reduced parking requirements, reductions in building and permit fees, density increases, and other related items. The communities may also work with the RCPA/Sonoma County Transportation Authority (SCTA) and transit agencies on this measure.

Measure Commitments:

Reduce communitywide VMT by 0.4% to 5% by encouraging residential development near transit.

Key Progress Indicators:

1. The percentage of growth resulting in 25+ unit residential development located 0.5 mile from a transit station
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales
-

Supporting Land Use Measures

4-L3

Supports CA2020 Goal 4: Reduce Travel Demand through Focused Growth

GHG Reductions by 2020: Not Quantified

Encourage new development to provide amenities to support transit and other modes of transportation, including transit stops, bicycle facilities, good pedestrian networks, car-sharing locations, and EV charging stations.

Community Co-Benefits



Implementation:

Each jurisdiction will identify potential areas for TOD and develop policies and incentives to encourage development near high-quality transit service. Strategies include encouraging TOD in updated General Plans, Specific Plans, and zoning codes, and developing new ordinances requiring transit accessibility. Potential incentives could also include reduced parking requirements, reductions in building and permit fees, density increases, and other related items. The communities may also work with the RCPA/SCTA and transit agencies on this measure.

Measure Commitments:

Encourage new development to provide amenities to support transit and other modes, including transit stops, bicycle facilities, pedestrian networks, car-sharing, and EV charging

Key Progress Indicators:

1. VMT by transportation mode
 2. Transportation mode share percentages
 3. Gasoline/diesel fuel usage/sales
-

Affordable Housing Linked to Transit

4-L4

Supports CA2020 Goal 4: Reduce Travel Demand through Focused Growth

GHG Reductions by 2020: 166 MTCO₂e per year

Encourage affordable housing developments to locate near transit corridors, transit hubs, and downtown cores.

Community Co-Benefits



Implementation:

Each jurisdiction would develop policies and incentives to encourage affordable housing development for cities and unincorporated county areas. The jurisdictions would draft new ordinances or offer incentives encouraging the affordable housing development near transit hubs and city centers. Potential incentives could include reduced parking requirements, reductions in building and permit fees, increased density, and other related items. The communities may also work with RCPA/SCTA on this measure.

Measure Commitments:

Establish a goal for the percentage of housing developments greater than 5 units to be affordable and located near transit, between 15% and 23%; reduces VMT by 0.1% to 0.6%.

Key Progress Indicators:

1. The percentage of units that will be affordable housing units
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales
-

Local Transportation Demand Management Program

5-L1

Supports CA2020 Goal 5: Encourage a Shift toward Low-Carbon Transportation Options

GHG Reductions by 2020: 2,975 MTCO₂e per year

This measure includes a mandatory trip reduction ordinance (TRO) for employers with 50 employees or more. The mandatory TRO will also provide a non-trip reduction alternative in the form of purchase of an equivalent amount of GHG offsets for employers who decide not to implement trip reductions. This measure also supports voluntary transportation demand management (TDM) measures for employers with fewer than 50 employees, additional voluntary TDM measures (beyond the minimum TRO requirements) for larger employers, and requirements for TDM measures in new large residential projects.

Community Co-Benefits



Implementation:

Each jurisdiction will define the threshold for application of the ordinance, the specific TDM measures to be implemented, and methods for monitoring employer compliance. The jurisdictions may require certain TDM strategies (beyond the minimum TRO requirements) through the permitting process for businesses with 50 or more employees. Incentives for voluntary TDM by employers with fewer than 50 employees may also be used, such as reduced parking requirements, reductions in fees, and other related items. The communities may also work with RCPA/SCTA. For mandatory aspects of the ordinance, a non-trip reduction alternative will be provided in the form of requirements to purchase an equivalent amount of GHG offsets.

Measure Commitments:

Support voluntary TDM measures for small employers (< 50); implement mandatory TRO for employers with 50 employees or more (would reduce communitywide VMT by 2%).

Key Progress Indicators:

1. Number of businesses or employees participating in the TDM program
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales (and GHG offsets for those selecting this option)
-

Carpool-Incentives and Ride-Sharing Program

5-L2

Supports CA2020 Goal 5: Encourage a Shift toward Low-Carbon Transportation Options

GHG Reductions by 2020: 5,709 MTCO₂e per year

Create or promote a regional ride-sharing program and encourage participation by local employers through their TDM programs. Focus on large employers to create programs. Actively disseminate information to the community regarding the variety of ridesharing options from 511.org to private companies.

Community Co-Benefits



Implementation:

Each participating jurisdiction will develop a carpool incentive program attractive to employers, including managing the financial incentives for carpooling. For example, the City of Santa Rosa offers free parking in downtown garages and eligibility for monthly prize drawings to carpool commuters (and employers) registered in the City's Trip Reduction program. Similar incentives could be provided by other communities. Additional strategies include connecting commuters to formal carpool organizers. Jurisdictions can consider using 511 ridesharing forums, dynamic rideshare apps (e.g., Carma, Zimride, Ridejoy), or helping to facilitate communication among employers in the same geographic area. Communities can also designate convenient locations as casual carpool pickup spots/park-and-ride lots. Other possible strategies include making the requirements for ridesharing services less restrictive to reduce the barrier to entry, such as lowering age limits or eliminating affiliation requirements. Connecting vanpool organizers with commuters would also be beneficial.

Measure Commitments:

Develop a carpool incentive program with employee participation between 25% and 80%; reduce VMT by 1.3% to 3.9%.

Key Progress Indicators:

1. Number of businesses or employees participating in the program
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales
-

Guaranteed Ride Home

5-L3

Supports CA2020 Goal 5: Encourage a Shift toward Low-Carbon Transportation Options

GHG Reductions by 2020: Not Quantified

Implement a guaranteed ride home program to provide a free car-share, shuttle, or taxi ride home in case of an emergency (illness, family crisis, unscheduled overtime) for employees who use an alternative to driving alone to work (public transit, carpooling, vanpooling, biking, or walking) on the day of the emergency. For example, the City of Santa Rosa has a guaranteed ride home program for employees (or employers) registered in the City's Trip Reduction Program.

Community Co-Benefits



Implementation:

Each jurisdiction would be responsible for implementing this measure. The jurisdictions may work with RCPA/SCTA to implement this program.

Measure Commitments:

Percentage participation in guaranteed ride home program.

Key Progress Indicators:

1. Number of businesses or employees participating in the guaranteed ride home program
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales
-

Supporting Bicycle/Pedestrian Measures

5-L4

Supports CA2020 Goal 5: Encourage a Shift toward Low-Carbon Transportation Options

GHG Reductions by 2020: Not Quantified

This measure includes several local actions to support bicycle use and pedestrian travel.

- Identify bicycle/pedestrian route gaps including improving connections across community boundaries. Prioritize funding and construction of routes that close key gaps across community boundaries.
- Encourage implementation of city and County bike/pedestrian master plans. Identify common barriers to implementation of current plans.
- Update municipal codes to require pedestrian and bicycle facilities (if needed).
- Work with transit agencies to increase bike storage on buses, at bus stops, and at transit hubs and ferry terminals.
- Require bicycle facilities at all park-and-ride lots and transit stations.
- Consider implementing bike-sharing programs.

Community Co-Benefits



Implementation:

SCTA will work with the cities and county transit agencies to coordinate the identification and implementation of cross-jurisdictional bicycle and pedestrian corridor projects. Each jurisdiction will update municipal codes and prepare or update their bike/pedestrian master plans, as needed. As discussed above, the jurisdictions will need to identify route gaps and coordinate with the County and SCTA on routes that are cross-jurisdictional. The bike and pedestrian master plans will outline needed improvements and the areas identified for expansion. Communities will also coordinate with transit agencies to improve the bike-transit facilities.

Measure Commitments:

Percentage participation in program.

Key Progress Indicators:

1. Number of businesses or employees participating in the program
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales
-

Traffic Calming

5-L5

Supports CA2020 Goal 5: Encourage a Shift toward Low-Carbon Transportation Options

GHG Reductions by 2020: 1,205 MTCO₂e per year

Implement traffic-calming measures in downtown cores, accident hotspot locations, near schools and libraries, etc. Project design will include pedestrian/bicycle safety and other traffic-calming measures that exceed current jurisdiction requirements. Traffic-calming measures reduce motor vehicle speeds and encourage pedestrian and bicycle trips. Specific measures may include: marked crosswalks, countdown signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.

Community Co-Benefits



Implementation:

Each jurisdiction will develop a strategy to implement this measure appropriate to its community setting. Implementation may include holding public meetings to identify areas of concern for the community, conducting traffic studies to determine where traffic calming is needed, and securing funding to construct traffic-calming features. Traffic-calming measures can be made a condition of new development approvals where appropriate and can be incorporated in General Plans and Specific Plans. Jurisdictions will select specific measures to implement based on the issues and characteristics of each area. The communities may also work with SCTA.

Measure Commitments:

Implement traffic-calming measures in downtown core and near schools, yields communitywide VMT reduction of 0.1%.

Key Progress Indicators:

1. Percentage implementation of traffic-calming measures
 2. VMT by transportation mode
 3. Transportation mode share percentages
 4. Gasoline/diesel fuel usage/sales
-

Parking Policies

5-L6

Supports CA2020 Goal 5: **Encourage a Shift toward Low-Carbon Transportation Options**

GHG Reductions by 2020: *2,489 MTCO₂e per year*

Implement additional parking policies to promote reduction in single-occupancy vehicle travel, such as on-street market pricing in downtown core areas. Consider reduced parking requirements, shared parking, and in-lieu fees, in combination with providing transit and bicycle facilities, in appropriate areas.

Community Co-Benefits



Implementation:

Each jurisdiction would be responsible for implementing this measure. The communities may also work with SCTA. Staff would select parking pricing policies appropriate for their community and develop a process for implementation and management, which may include updating municipal codes. The jurisdictions would draft new ordinances and/or General Plan policies, or offer incentives encouraging reduced parking requirements and increased transit or bicycle facilities. Potential incentives could include tax breaks or deductions, or other rebates.

Measure Commitments:

Percentage increase in parking prices and the percentage of area subject to pricing.

Key Progress Indicators:

1. Percentage increase in parking pricing
 2. Percentage of applicable area subject to parking pricing
 3. VMT by transportation mode
 4. Transportation mode share percentages
 5. Gasoline/diesel fuel usage/sales
-

Supporting Parking Policy Measures

5-L7

Supports CA2020 Goal: 5 Encourage a Shift toward Low-Carbon Transportation Options

GHG Reductions by 2020: Not Quantified

Offer prioritized parking for hybrid/EV cars, carpools, vanpools at city-center corridors, new developments, public parking areas, and municipal facilities. Consider amending zoning code to require new parking lots to provide prioritized parking for carpools, vanpools, hybrids, and EVs, and provide charging facilities.

Community Co-Benefits



Implementation:

The jurisdictions will identify supporting parking policy strategies appropriate for their community and develop specific policies and guidelines to implement and monitor them. Implementation could include new ordinances and/or General Plan policies, zoning code amendments, or incentives encouraging prioritized parking requirements for alternatively fueled vehicles or carpools. Potential incentives could include tax breaks or deductions, or other rebates. The jurisdictions may also work with RCPA/SCTA.

Measure Commitments:

Provide priority parking for low emission vehicles, carpools, vanpools.

Key Progress Indicators:

1. VMT by transportation mode
 2. Transportation mode share percentages
 3. Gasoline/diesel fuel usage/sales
-

Electric Vehicle Charging Station Program

7-L1

Supports CA2020 Goal 7: Encourage a Shift toward Low-Carbon Fuels in Vehicles and Equipment

GHG Reductions by 2020: 60 MTCO₂e per year

Develop local charging stations to support EVs. This measure is in addition to the regional Measure 7-C1.

Community Co-Benefits



Implementation:

The jurisdictions would work with PG&E and SCP to identify grants and other funding sources to help finance the installation of charging stations throughout the county. In addition, SCP, ESD (through available PACE financing options) and Northern Sonoma County Air Pollution Control District (NSCAPCD) would create a package to install and finance charging stations.

Measure Commitments:

Install 100 Level I and II charging stations.

Key Progress Indicators:

1. The number of EVs registered
 2. The number of EV charging stations installed
 3. The amount of electricity distributed/sold by the charging stations
 4. The number of Clean Vehicle Rebate Project rebates issued
 5. Gasoline/diesel fuel usage/sales
-

Electrify Construction Equipment

7-L2

Supports CA2020 Goal 7: Encourage a Shift toward Low-Carbon Fuels in Vehicles and Equipment

GHG Reductions by 2020: 365 MTCO₂e per year

Establish a goal such that a percentage of construction equipment uses alternative fuels or electricity in place of diesel and gasoline. Equipment could include electric or hybrid-electric dozers, excavators, or loaders, all of which are on the market. Construction equipment powered by other alternative fuels, such as compressed natural gas (CNG), is also available. New development would be required to provide a construction equipment management plan that meets the local community requirements for use of alternatively fueled equipment (including electrical equipment) during project construction.

Community Co-Benefits



Implementation:

Each jurisdiction would work in close cooperation with the appropriate air district to draft an ordinance and develop outreach programs to be consistent with current air district rules and California Environmental Quality Act (CEQA) guidelines. The air district sets air quality related requirements on construction vehicles and also provides mitigation options related to construction vehicles through Voluntary Emission Reduction Agreement programs that may overlap with this measure.

This measure could be implemented through discretionary approvals and permitting for new projects. Communities could provide incentives for electric and more efficient construction equipment to developers and contractors, such as rebates and subsidies and information on financing for this equipment. Encourage the use of alternative fuels for construction equipment on site, where feasible, such as CNG, liquefied natural gas, propane, or biodiesel. Require a certain percentage of all construction equipment on new development projects to be electrically powered as a condition of approval; this could be incorporated into the construction contracts.

Measure Commitments:

Electrify 5% to 10% of construction equipment.

Key Progress Indicators:

1. Electric equipment purchases
2. Construction equipment fuel use

Reduce Fossil Fuel Use in Equipment through Efficiency or Fuel Switching

7-L3

Supports CA2020 Goal 7: Encourage a Shift toward Low-Carbon Fuels in Vehicles and Equipment

GHG Reductions by 2020: Not Quantified

This voluntary measure would include supporting farmers to reduce fuel use in agricultural equipment by converting equipment currently using gasoline, diesel, or liquefied petroleum gas to alternative fuels with lower GHG intensity (such as natural gas, biofuels, or solar electricity) as feasible, keeping equipment maintained and in good working order, replacing old equipment with newer and more efficient equipment, and using global positioning systems (GPS) to optimize equipment operation.

Community Co-Benefits



Implementation:

Encourage farmers to participate in the California Air Resources Board's (ARB) Carl Moyer Program, which provides incentives for engines that beat emissions standards. A particular focus may be expanding renewable energy use for water pumps and wind machines.

Measure Commitments:

Support owners of agricultural and other off-road equipment in switching to cleaner fuels and keeping equipment in good working order; goal of 10% reduction in GHG.

Key Progress Indicators:

1. Alternative fuel equipment purchases
 2. Equipment fuel use
-

Idling Ordinance

8-L1

Supports CA2020 Goal 8: Reduce Idling

GHG Reductions by 2020: 13,120 MTCO₂e per year

Limit idling of all commercial vehicles to 3 minutes except as necessary for the loading or unloading of cargo within a period not to exceed 30 minutes.

Community Co-Benefits



Implementation:

Each jurisdiction would adopt and implement a new commercial vehicle idling ordinance. The communities could also work with RCPA and/or Bay Area Air Quality Management District (BAAQMD) and NSCAPCD to implement the ordinance.

Measure Commitments:

Limiting idling of commercial vehicles to 3 minutes will save 2% of commercial vehicle fuel.

Key Progress Indicators:

1. Adoption of idling limit ordinances
 2. Diesel fuel usage/sales
-

Idling Ordinance for Construction Equipment

8-L2

Supports CA2020 Goal 8: Reduce Idling

GHG Reductions by 2020: 256 MTCO₂e per year

Adopt an ordinance limiting idling time for heavy-duty construction equipment beyond ARB or local air district regulations and if not already required as part of CEQA mitigation. The California Air Pollution Control Officers Association (2010) recommends a 3-minute idling limit. Encourage contractors as part of permitting requirements or city contracts to submit a construction vehicle management plan that may include idling time requirements, hour meters on equipment, and/or documenting the horsepower, age, and fuel of all on-site equipment. California state law currently requires all off-road equipment fleets to limit idling to no more than 5 minutes.

Community Co-Benefits



Implementation:

Each jurisdiction would adopt and implement a new commercial vehicle idling ordinance. The jurisdictions could also work with RCPA and/or BAAQMD and NSCAPCD to implement the ordinance.

Measure Commitments:

Reduce idling time for construction equipment to 3 minutes (beyond state requirement of 5 minutes).

Key Progress Indicators:

1. Adoption of idling limit ordinances
 2. Diesel fuel usage/sales
-

Create Construction and Demolition Reuse and Recycling Ordinance

9-L1

Supports CA2020 Goal 9: Increase Solid Waste Diversion

GHG Reductions by 2020: 4 MTCO₂e per year

Implement consistent countywide goals for recycling and reuse of construction and demolition (C&D) waste. This could follow the Petaluma model, which requires development projects to have a Construction Phase Recycling Plan that addresses the reuse and recycling of major waste materials, creates a minimum diversion rate for C&D waste on all projects (such as 75%), and requires an inventory of usable materials prior to any demolition.

Community Co-Benefits



Implementation:

Each jurisdiction will implement this measure through a C&D ordinance, with assistance from the Sonoma County Waste Management Agency (SCWMA). SCWMA or the RCPA could assist by drafting a model ordinance for use/adaptation by local jurisdictions.

Measure Commitments:

Implement consistent countywide goals for C&D waste to establish goal and procedures. Increase C&D diversion to 72% to 75% by 2020.

Key Progress Indicators:

1. C&D waste diversion rate
 2. Tonnage of C&D waste sent to landfills
 3. Tonnage of C&D waste recycled
 4. Tonnage of C&D waste composted
 5. Tonnage of C&D waste diverted to other ends
-

Senate Bill SB X7-7 – Water Conservation Act of 2009

11-L1

Supports CA2020 Goal 11: Reduce Water Consumption

GHG Reductions by 2020: 16,653 MTCO₂e per year

Meet (or exceed) the state’s per-capita water use reduction goal for 2020 as established by SB X7-7 (2009). This statute requires urban water agencies throughout California to increase conservation to achieve a statewide goal of a 20% reduction in urban per-capita use (compared to nominal 2005 levels) by December 31, 2020 (referred to as the “20X2020 goal”). Each urban water retailer in the county subject to the law has established a 2020 per-capita urban water use target (in terms of gallons per capita per day) to meet this goal. Specific per-capita water use reduction goals vary by water agency.

Community Co-Benefits



Implementation:

Each urban water retailer in the county subject to the law has established a 2020 per-capita urban water use target to meet this goal and is responsible for implementing this measure. The jurisdictions would also need to work with the water retailers to implement water-saving measures at the local level. Water cutbacks would require the communities to engage and encourage residents and businesses to find ways to save water. The jurisdictions will use the Energy Watch partnership and work with SCP and PG&E to help implement this measure. The jurisdictions will also encourage “pay as you save” programs for energy and water efficiency.

Measure Commitments:

Meet or exceed state goal (20% reduction in per capita use).

Key Progress Indicators:

1. Per-capita water use for each water retailer/community
 2. Gallons of water saved
 3. Water consumption
-

Water Conservation for New Construction

11-L2

Supports CA2020 Goal 11: Reduce Water Consumption

GHG Reductions by 2020: 295 MTCO₂e per year

Implement a water-reduction target for new development that exceeds the SB X7-7 20% reduction target, such as a 30% reduction in water use for each community. To satisfy this goal, require adoption of the Voluntary CALGreen Tier 1 water-efficiency measures for new residential and nonresidential construction. CALGreen voluntary measures recommend use of water-efficient appliances and plumbing and irrigation systems, as well as more aggressive water savings targets.

Community Co-Benefits



Implementation:

The jurisdictions will update building codes for new buildings to require use of voluntary CALGreen Tier 1 water-efficiency measures, including:

- Use of low-water irrigation systems
- Installation of rainwater systems
- Installation of water-efficient appliances and plumbing fixtures
- A 30% to 40% reduction over baseline indoor water use, and a 55% to 60% reduction in outdoor potable water use (CALGreen Tier 1 or 2).

Communities could apply for State Water Resources Control Board grant money for the water-energy “standard offer” pilot project.

Measure Commitments:

Require Voluntary CALGreen Tier 1 water-efficiency measures for 0% to 50% of new residential and 0–100% of new residential and nonresidential construction.

Key Progress Indicators:

1. Gallons of water saved
 2. Water consumption
 3. Energy savings associated with water usage
 4. Total energy consumption associated with water usage
-

Water Conservation for Existing Buildings

11-L3

Supports CA2020 Goal 11: Reduce Water Consumption

GHG Reductions by 2020: 2,172 MTCO₂e per year

Achieve a water-reduction target for existing development that exceeds the SB X7-7 20% reduction target, such as a 30% reduction in water use by implementing a program to retrofit existing buildings to achieve higher levels of water efficiency. Encourage existing buildings (constructed before 2015) to use voluntary CALGreen Tier 1 water-efficiency measures.

Community Co-Benefits



Implementation:

The jurisdictions could require water conservation upgrades for all existing buildings that undergo major remodels or renovations and/or incentivize water-efficiency upgrades outside the permitting process. Education and outreach programs will help educate residents and businesses about the importance of water efficiency and how to reduce water use. Rebate programs will help promote installation of water-efficient plumbing fixtures. The program could include:

- A Water Audit Program in collaboration with local water purveyors that offer free water audits
- Development plans to ensure water conservation techniques are used (e.g., rain catchment systems, drought tolerant landscape)
- Requirements for water-efficiency upgrades when permitting renovations or additions of existing buildings
- Use of water conservation pricing (e.g., tiered rate structures) to the extent allowed by law to encourage efficient water use
- Incentives for projects that demonstrate significant water conservation through use of innovative technologies

The jurisdictions will use the Energy Watch partnership and work with SCP and PG&E to help implement this measure. The communities will also encourage “pay as you save” programs for energy and water efficiency.

Measure Commitments:

Install water-efficiency measures in 0% to 25% of existing residential and 0% to 50% of existing nonresidential.

Key Progress Indicators:

1. Gallons of water saved
 2. Water consumption
 3. Energy savings associated with water usage
 4. Total energy consumption associated with water usage
-

Greywater Use

12-L1

Supports CA2020 Goal 12: Increase Recycled Water and Greywater Use

GHG Reductions by 2020: 36 MTCO₂e per year

Establish a goal to replace a certain percentage of potable water used for residential non-potable uses (landscaping, toilet flushing, etc.) with greywater.

Community Co-Benefits



Implementation:

Each participating jurisdiction will establish a greywater goal for this measure and will work with water providers to assess progress toward the goals.

Measure Commitments:

Replace 1% to 50% of potable water currently used for non-potable uses with greywater.

Key Progress Indicators:

1. Percentage of greywater water used for residential non-potable water uses
 2. Gallons of greywater used
 3. Gallons of potable water saved
 4. Total potable water consumption
-

Green Energy for Water Production and Wastewater Processing in Healdsburg and Cloverdale

14-L1

Supports CA2020 Goal 14: Increase Use of Renewable Energy in Water and Wastewater Systems

GHG Reductions by 2020: 412 MTCO₂e per year

Healdsburg would use green energy (100% renewable) sources for a certain percentage of its water production and/or conveyance. Cloverdale has implemented solar energy arrays at the city water and wastewater plants.

Community Co-Benefits



Implementation:

Healdsburg will be responsible for implementing green energy projects at its water production and wastewater processing facilities. Cloverdale has already implemented solar arrays at its water and wastewater plants and will be responsible for continuing to ensure that the arrays are used to their maximum potential

Measure Commitments:

Provide increasing amount of renewable energy for water supply and wastewater treatment in the two cities.

Key Progress Indicators:

1. Solar electric generation capacity
 2. Electricity generation
 3. Renewable portfolio for Healdsburg's electricity
 4. Healdsburg electricity emission factor
-

Methane Capture and Combustion at Dairies

15-L1

Supports CA2020 Goal 15: Reduce Emissions from Livestock Operations

GHG Reductions by 2020: 14,530 MTCO₂e per year

Encourage installation of methane digesters to capture emissions from the decomposition of manure at dairies. The methane could be used on-site as an alternative to natural gas in combustion or power production, or as a transportation fuel. Individual project proponents could also sell GHG credits associated with these installations on the voluntary carbon market.

Community Co-Benefits



Implementation:

All dairy operations are located within the unincorporated area. The County would work with dairies to discuss relevant incentives and the feasibility of installing methane capture equipment.

Measure Commitments:

20% of dairy cattle waste in the unincorporated fed to digesters.

Key Progress Indicators:

1. The number of digesters installed
 2. The quantity of methane captured by each digester
 3. The electricity generation capacity for each new digester
 4. The electricity generation for each new digester
-

Reduce Emissions from Enteric Fermentation

15-L2

Supports CA2020 Goal 15: Reduce Emissions from Livestock Operations

GHG Reductions by 2020: Not Quantified

This voluntary measure would encourage dairies and livestock operations to explore ways to reduce GHG emissions from enteric fermentation (methane and nitrous oxide). One method for reducing these emissions would be changing animal diets to inhibit GHG production. Options include dietary oils (such as whole cottonseed oil, sunflower oil, coconut oil, and palm oil), the use of corn or legume silage in place of grass silage, use of concentrate feeds, nitrates, ionophores, and tannins, and improvement of forage quality and the overall efficiency of dietary nutrient use. Potential use of pomace from winemaking should also be explored.

Community Co-Benefits



Implementation:

Under this measure, the County would work with dairy and livestock operators to test feasible and cost-effective approaches suitable for application in Sonoma County. The County would help to identify grant sources to fund demonstration projects with voluntary dairy/livestock operator participation.

Measure Commitments:

Pursue best practices for animal diets to minimize enteric fermentation.

Key Progress Indicators:

1. Animal diet best practices
-

Optimize Fertilizer Use

16-L1

Supports CA2020 Goal 16: Reduce Emissions from Fertilizer Use

GHG Reductions by 2020: 1,759 MTCO₂e per year

Encourage voluntary agricultural practices that reduce or eliminate the need for fertilizer (especially synthetic fertilizer). Work with growers to provide incentives for organic fertilizers as an alternative. Create an outreach program to help growers optimize nitrogen application rates, decrease overall fertilizer inputs and cost, maintain current crop yields, and reduce emissions of nitrous oxide.

Community Co-Benefits



Implementation:

The County would lead this measure, given that the vast majority of agricultural activity is in the unincorporated area. Cities with agricultural activities (including urban farming and community gardens) could collaborate with the County to implement this measure. The County would develop voluntary policies that encourage alternatives to synthetic fertilizers. The County would need to work with growers to discuss which incentives would be relevant and the levels of reduction that would be feasible.

Measure Commitments:

Develop incentives and tools to reduce fossil fuel-based fertilizer use by 20%.

Key Progress Indicators:

1. The amount and type of fossil fuel-based fertilizer applied to crops
-

DRAFT TABLE OF MEASURES BY SECTORS, JURISDICTIONS COMMITMENTS, AND TOOLKIT INTEREST

			Jurisdictions											
Sector	Local Measures in CA2020	Participation Rate Selection	Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County of Sonoma	Toolkit	
Building Energy		Expand the Green Building Ordinance (1-L1)	Points beyond Title 24	-	-	-	-	-	-	-	10	-		
		Outdoor Lighting (1-L2)	(% of outdoor lighting)	-	50%	80%	50%	50%	✓	25%	80%	25%	20%	✓
		Shade-Tree Planting (1-L3)	(# of trees)	100	100	100	1,000	1,000	✓	400	50	500	1,000	
		Co-Generation Facilities (1-L4)	(MWh)	-	-	-	10	-	✓	-	-	-	10	
		Solar in New Residential Development (2-L1)	% of new development	-	50%	8%	50%	15%	✓	100%	-	25%	-	✓
		Solar in Existing Residential Buildings (2-L2)	% of existing homes	5%	15%	2%	15%	15%	✓	15%	11%	15%	15%	
		Solar in New Nonresidential Developments (2-L3)	% of new nonresidential development	-	10%	2%	10%	10%	✓	75%	-	5%	-	✓
		Solar in Existing Nonresidential Buildings (2-L4)	% of existing nonres. development	10%	15%	2%	20%	10%	✓	25%	-	25%	25%	
		Convert to Electric Water Heating (3-L1)	% of households	-	-	1%	10%	5%	✓	10%	-	10%	-	
Transport. & Land Use		Mixed-Use Development in City Centers and along Transit Corridors (4-L1)	% of growth to result in mixed use	15%	70%	20%	60%	20%	✓	70%	20%	50%	20%	
		Increase Transit Accessibility (4-L2)	% of growth to be 25+ units	5%	15%	20%	15%	75%	✓	15%	15%	15%	-	
		Supporting Land Use Measures (4-L3)	Yes/No	Yes	Yes	Yes	Yes	Yes	✓	Yes	Yes	Yes	Yes	✓
		Affordable Housing Linked to Transit (4-L4)	% of new development to be affordable	15%	15%	15%	23%	15%	✓	20%	20%	15%	-	
		Local Transportation Demand Management (TDM) programs (5-L1)	% of employees eligible	38%	38%	20%	-	38%	✓	38%	-	-	38%	✓
		Carpool Incentives and Ride-Sharing Program (5-L2)	% of employees eligible	71%	78%	25%	-	78%	✓	78%	-	-	78%	
		Guaranteed Ride Home (5-L3)	Yes/No	Yes	Yes	No	No	No	✓	Yes	No	No	Yes	✓
		Supporting Bicycle/Pedestrian Measures (5-L4)	Yes/No	Yes	Yes	Yes	Yes	Yes	✓	Yes	Yes	Yes	Yes	
		Transport.	Traffic Calming (5-L5)	% of trips affected	100%	100%	50%	100%	100%	✓	100%	100%	100%	100%

DRAFT TABLE OF MEASURES BY SECTORS, JURISDICTIONS COMMITMENTS, AND TOOLKIT INTEREST

& Land Use	Local Measures in CA2020	Participation Rate Selection	Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County of Sonoma	Toolkit
	Parking Policies (5-L6)	% of area affected	10%	-	50%	-	-	✓	10%	-	-	10%	
	Supporting Parking Policy Measures (5-L7)	Yes/No	Yes	Yes	Yes	Yes	No	✓	Yes	Yes	Yes	Yes	
	Electric Vehicle Charging Station Program (7-L1)	# of charging stations	2	5	20	5	5	✓	5	3	50	5	✓
	Electrify Construction Equipment (7-L2)	% of equipment	-	10%	10%	10%	-	✓	10%	-	5%	-	
	Idling Ordinance (8-L1)	Minutes below state	2	2	2	2	2	✓	2	-	-	2	✓
	Idling Ordinance for Construction Equipment (8-L2)	Minutes below state	-	-	-	2	2	✓	2	-	-	2	
Solid Waste Generation 	Create Construction & Demolition Reuse and Recycling Ordinance (9-L1)	% beyond baseline	0%	3%	0%	3%	0%	✓	3%	0%	0%	3%	
	SB X7-7 – Water Conservation Act of 2009 (11-L1)	Per capita water savings goal	20%	20%	20%	20%	37%	✓	20%	10%	15%	12%	
	Water Conservation for New Construction (11-L2)	% of new res/non-res development	0%/0%	0%/0%	0%/0%	100%/50%	100%/50%	✓	100%/50%	0%/0%	100%/50%	0%/0%	✓
Water & Wastewater 	Water Conservation for Existing Buildings (11-L3)	% of existing res/non-res development	0%/0%	0%/0%	0%/0%	25%/50%	25%/50%	✓	25%/50%	0%/0%	25%/10%	0%/0%	
	Greywater Use (12-L1)	% greywater goal	0%	50%	1%	2%	50%	✓	25%	0%	5%	10%	✓
	Green Energy for Water Production and Wastewater Processing in Healdsburg and Cloverdale (14-L1)	Yes or N/A	Yes	N/A	Yes	N/A	N/A	✓	N/A	N/A	N/A	N/A	
	Methane Capture and Combustion at Dairies (15-L1)	Yes or N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	
Livestock & Fertilizer 	Reduce Emissions from Enteric Fermentation (15-L2)	Yes or N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	
	Optimize Fertilizer Use (16-L1)	Yes or N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	
Advanced Climate Initiatives 													

✓ = equivalent measure in Santa Rosa's Community Climate Action Plan
 NQ = not quantified

Fred Allebach 5/4/16

I propose that the CSEC recommend that the city council adopt the CA2020 Plan with the following additional Measures:

GOAL 2 Increase Renewable Energy Use

add 2-L1 solar in new residential development

add 2-L3 solar in new new non-residential developments (on CEQA checklist but not local master list)

add 2-L4 solar in existing non-residential buildings

GOAL 3 Switch Equipment from Fossil Fuel to Electricity

add 3-L1 , convert to electric water heating

GOAL 5 Encourage a Shift Toward Low-Carbon Transportation Options

add 5-L1 local trans demand management program, support for voluntary TDM for employers with 49 employees or fewer

add 5-L6 Parking Policies, to promote reduction in single-occupancy vehicle travel

GOAL 7 Encourage a Shift Toward Low carbon Fuels in Vehicles and Equipment

add 7-L2 electrify landscape equipment

Recommend to the City Council to include the leaf blower measure, specifically as part of measure 7-L2

GOAL 8 Reduce Idling

add Goal 8-L1 reduce idling of all commercial vehicles

GOAL 11 Reduce Water Consumption

add 11-L2 water conservation for new construction

add 11-L3 water conservation for existing buildings, require water conservation upgrade as part of substantial remodel process

GOAL 12 Increase Recycled Water and Greywater Use

add 12-L1 greywater use/ replace a percentage of potable water used for non-potable uses

GOAL 17 Promote Sustainable Agriculture

add 18-R2, (as noted as 18-L2 on the CEQA checklist, p. A32) and as noted as an action local jurisdictions and cities can support.

18-L2 is an RCPA Group 1 level priority for cities to consider supporting, p. 4-10, noted there as 18-C2

add 18-L3 (CEQA checklist p. A33) urban agriculture, amend zoning code to allow small scale urban farming area in the city

As a separate motion: I propose the City of Sonoma add Sonoma Clean Power's "Evergreen 100%" (or at least "Clean Start 33%" if not already) to the city's own energy portfolio. Having Sonoma Clean Power itself would set a great example for local and Valley citizens of the city's commitment to CA2020.

Fred Allebach 5/4/16

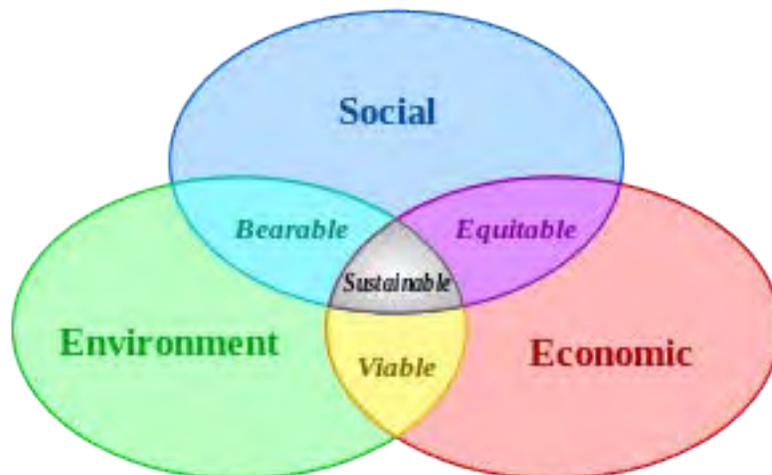
Analysis of Sonoma's GHG Reductions by Measure and Suggestions for Additions

"Taken as a whole, the range of published evidence indicates that the net damage costs of climate change are likely to be significant and to increase over time."

-Intergovernmental Panel on Climate Change

"Strong action is needed to avoid serious damage to human wellbeing and natural systems." p. 1-2 RCPA

"Of course looking exclusively at the traditional economic bottom line is insufficient when it comes to climate change." P. 4-14 Implementation, chapter 4, RCPA CA2020 draft



Prelude

For Climate Action 2020, Sonoma has checked 14 local measures to commit to, for a 2% local contribution to regional and state GHG emissions reduction.

Sebastopol and Healdsburg, two similarly sized and affluent communities, committed to 12% and 10% local actions for which they each checked 25 local measures to commit to. Cotati committed to 9% local measures with 22 local checked measures. Cloverdale, 9% and 18 local checks.

This breaks out to a local GHG reduction metric ton/ CO2 equivalent number for Sonoma of 900 or 2%, by far the lowest of any city in the county. Sebastopol/ 3,730 or 12%; Healdsburg/ 3,490 or 10%; Cotati/ 1,860 or 9%; Cloverdale/ 2,070 or 9%

The measures Sonoma is already taking prior to CA2020 do not seem to add up to enough mitigation to offset the 8% and 10% difference with Sebastopol. If the outdoor lighting switch put Sonoma in the lead for total GHG reduction number, Healdsburg has done the same amount, and Cotati only 30% less.

For overall emissions reduction number, Sonoma comes in better at 36,050 metric tons equivalent, Sebastopol 30,220; Healdsburg/ 33,86; Cotati/ 19.650; Cloverdale/ 23,200 Nevertheless, Healdsburg and Sebastopol are close in terms of overall local GHG reduction number.

2015 Population of Sonoma County small cities: Coverdale/ 9015, Cotati/ 7.483, Healdsburg, 11,285, Sebastopol/ 7,497, Sonoma/ 11,009. Healdsburg and Sebastopol have very similar population numbers to Sonoma, so it is not that Sonoma is “smaller” that it is in last place.

What could be the rationale for Sonoma’s last place showing? Population size cannot be the rationale because smaller cities are doing more than Sonoma. Why is Healdsburg, a city almost identical to Sonoma, doing so much more? Is Sonoma’s total GHG emissions reduction number somehow better, even though it is not contingent on local measures? Is Sonoma somehow choosing state and regional measures at a mix that gives a greater GHG reduction number than the other small cities? Are some state and regional measures voluntary while others are mandatory?

Is there an underlying economic bottom line argument that is preventing a higher commitment by Sonoma to CA2020?

As a city commissioner, I don’t want to see my city last in local measure commitment, nor last on county water conservation. My comments here are not to be critical for criticism’s sake but rather because I want to see Sonoma be better. I would like to see Sonoma step up it’s CA20202 actions and get into the lead of small county cities, be in the vanguard. That Sonoma is last in water conservation and GHG emissions reduction seems to indicate a pattern. Sonoma is not in the lead or even in the middle of the pack. I would like to see the political will to take the city out of last place and into the lead.

If we embrace sustainable growth principles, this opens up the need to take an honest look at our assumptions about social, environmental and economic systems, and calls for the articulation of a unified sustainability frame. It is the human-caused world climate crisis that has necessitated developing sustainability as a needed response. My intent here as a CSEC commissioner, is to push the definition of sustainability to the full context where I feel it needs to be understood. This is my underlying motivation.

In the following I will go through the list of CA2020 measures taken by the city and make some suggestions of how Sonoma can take an augmented approach.

GOAL 2 Increase Renewable Energy Use

add 2-L1 solar in new residential development (Cotati, Healdsburg, Sebastopol)

add 2-L3 solar in new non-residential development (Cotati, Healdsburg, Sebastopol)

add 2-L4 solar in existing non-residential buildings (all except Sonoma)

The above three solar measures could be added to Sonoma's list; these measures appear to be entirely benign, and would not come at great cost to the city, and would serve to support a switch to alternate, clean energy that is called for by CA2020.

GOAL 3 Switch Equipment from Fossil Fuel to Electricity

add 3-L1 , convert to electric water heating, new construction

Sonoma could add this, combined with possible switch to electric landscape and construction equipment, with more exterior outlets, this would do a lot, and meets multiple goals at once. With a push for local Evergreen from SCP, a move to electric water heaters would bring Sonoma closer to aligning with CA2030 and CA2050 goals.

GOAL 4 Reduce Travel Demand Through Focused Growth (no measures to add here)

I commend Sonoma for checking all the boxes in this category and I hope that these measures will have teeth and provide strong rationales for city planning.

For 4-L4 is the variety of housing unit price points feature voluntary? Will this be codified?

Sonoma is already doing: General Plan 3.2, goal CE3-, 3 Mixed use development: minimize vehicle trips while ensuring safe and convenient access to activity centers (and maintaining Sonoma's small town character).

Plus the city council recently passed (I hope) changes to the mixed use and planned development, development codes that will support social systems GHG mitigation measures.

Sonoma also plans for higher densities: GP Policy 6.1 preserve open space, watersheds, environmental; lands and ag lands, while accommodating new growth in compact forms that de-emphasizes the automobile

I support that new development will have a CA2020 checklist/ template to conform to. This meets GHG reduction goals and also addresses systemic planning issues that tie into necessary social system changes needed to turn back anthropogenic climate change. For Sonoma, this means an effort to make locally-based living more viable through planning inclusion of affordable housing and other city features that keep residents from having to drive out of town. CA2020 provides a basis for the Planning Commission to insist on more AH units in current mixed use and planned development projects, and to hold out for more AH in general. It is clear that market rate housing has topped out and balance needs to be achieved at more affordable levels.

In CA2020, these social system policies are tied to GHG reductions.

Currently the average automobile trip is 25.5 minutes; long enough to drive to Santa Rosa or Napa. This part-ways reflects that many residents cannot afford to shop or live in Sonoma even though they work here. Bus ridership is .4% and alternative means of trans are not available to most people. 71% of people drive alone to work. This overall pattern reflects a high GHG emissions transportation pattern contingent on limiting socio-econ factors that could be better managed to reduce GHG emissions. All the CA2020 talk about local this and local that has to be predicated on there being actual, affordable local good and services to seek out.

Sonoma will have approx. 1000 more people by 20250 and employment is projected to increase by 21%. Who will these people be? Where will they live? In order to foster a healthy, diverse and vibrant demographic, which everyone agrees is desirable, social systems actions have to make a diverse social fabric a reality, not just a plan.

A more local Sonoma could also include planning choices for stores that serve residents at lower price points, and possibly supporting local food, measure 18-L2 (which the council has already done by making a 2014 resolution to support the Food Action Plan). The alternate transportation, biking, and mixed use measures will only add up to being *actually sustainable* if Sonoma has an inclusive demographic; otherwise we externalize our burgeoning social inequity, and higher GHG emissions, onto other communities without a CA2020 plan. Without attention to social systems and the full scope of sustainability, “climate resilience” and “co-benefits”, biking and walking to activity centers and shopping, become nothing but perks for the already wealthy, while the full breadth of necessary social equity and action will remain unaddressed.

Allowing, through planning choices, more market-rate housing and stores, appears inconsistent with CA2020; we are already out of balance with too much high end already. The General Plan recognizes social equity as a value. I suggest efforts to codify it more and to integrate a triple bottom line, full-cost accounting frame to assess not only positive, but also the negative costs of our primary economic driver, the tourism combine.

It is widely acknowledged that the combine has driven prices up all the way around. Therefore it is reasonable for the RCPA and Sonoma, to put the tourism economy explicitly on the table, so as to better manage where we are and where we want to go.

GOAL 5 Encourage a Shift Toward Low-Carbon Transportation Options

add 5-L1 local trans demand management program

add 5-L6 Parking Policies, (to support the already added measure 5-L7), make reduced parking on the Plaza/ starve parking out, put Plaza parking on a tourism diet, have a sticker permit system for locals, so residents can use their own town

By the RCPA not identifying tourism as a sector in the master CA2020 documents, the particular transportation aspects of GHG emissions generated by the Sonoma tourism sector are not addressed, they leak out. Tourism land use and demand is most definitely under local control and thus meets the RCPA's definition of what GHG reduction measures are applicable here in Sonoma. The Plaza is absolutely overrun and packed, the people are all driving in (and many flying in), but there is no category to try and manage this in transportation demand. This is an oversight.

For measure 5-L1, this would address commuting employees who do not live in Sonoma, many of those people have to drive in from 25 or more minutes away, there are a lot of these employees in aggregate and this adds up to aggregate GHG emissions.

Sonoma could get trip reduction by managing tourism transit as a sector, both tourists and hospitality employees. Trans options like carpool, vanpool, EV fleet, etc. could be considered for this if tourism was included as a sector or specifically acknowledged somewhere in CA2020 as a prime driver of GHG emissions.

The TID and/or city could buy CO2 credits to offset the high volume of tourism-generated GHG emissions. If the goal of CA2020 is to reduce GHG emissions, part-ways through local measures, then Sonoma and the adjacent Valley need to look honestly at the real emissions sources. Transportation is the top source. Tourism is the top driver. Where is the true cost of this, in a TBL sense, being reckoned?

Tourism is a \$33 billion dollar driver of Bay Area economy. Sonoma's cart is 100% hitched to that horse and Sonoma is a top national and world destination. To not put tourism on the table as a sector, and seek explicit ways to make it more sustainable, seems to me to be rather large omission by the RCPA.

On one hand we have the TID with @ \$700,000 a year telling the whole world and region to come here, and then we have the CA2020 and Sonoma City GHG mitigation plans that don't mention or recognize tourism sector impacts. Something is not right

here. I suggest the RCPA add a tourism sector so as to capture that large source of GHG emissions, and then develop a list of measures local cities can take to address GHG from this sector.

By enlarging the scope of tourism driven transportation GHG and social system costs to include the full sustainability model, Sonoma will be proactive, progressive and be enacting the forward thinking called for by the RCPA. As pointed out by the RCPA, an economic bottom line alone is not adequate to address the scope and seriousness of this challenge before us.

GOAL 6 Increase Vehicle and Equipment Fuel Efficiency

Pavley gives a lot of GHG emission reduction, the biggest by far; this is from the state level and all cities list this.

The price for EV has to come way down, or, like rent and food, anything that makes a diff and that is good, is only for the wealthy to be able to afford; we cant wait for “the market” to bring the price down, we need structural help to get these vehicles affordable and on the road, need to change the rules of the economic game to do what is right.

GOAL 7 Encourage a Shift Toward Low carbon Fuels in Vehicles and Equipment

Measure 7-S1 low carbon fuel standard: Off road sector. The city has this on it’s checklist of state measures. What about the leaf blower thing? How is the city going to get to the 173 metric ton GHG reduction in the offroad category by allowing unrestricted leaf blowers? It seems to me that all gasoline and 2 cycle engine equip is on the block here, to be reduced, all construction and landscaping equipment. This equipment is a GHG emissions source that can be reduced, and that needs to be reduced.

There is a double bind now for certain city council members, and maybe for Public Works as well, on one hand GHG emissions are clearly tied to 2-cycle engine equipment. If systemic arguments about the GHG costs of battery manufacture are brought up, that opens the door to the type of systemic thinking that would go way beyond battery GHG costs and presumably advocate other systemic changes as well, like the TBL and full cost accounting.

Will a citizen referendum trump the council’s passing of the CA2020 plan if they include 7-L2?

If so Sonoma will need more GHG reduction from somewhere else or the city will lose the 173 metric tons number GHG reduction potential from the offroad sector that they have counted in the list of GHG reduction measures

add 7-L2 electrify landscape equipment, (which Cotati, Healdsburg, Petaluma, Sebastopol and Windsor are), Sonoma is already going for 7-S1 low carbon offroad fuel standard, adding 7-L2 would be good; it augments 7-S1, it gets a management plan in place to reduce GHG from all the tools being used in all the Sonoma remodeling and landscaping, which is a lot; couple this with a local push for Evergreen from SCP and that adds up big

-recommend to council to include the leaf blower measure, specifically as part of measure 7-L2

GOAL 8 Reduce Idling

Sonoma has no provision for this.

add Goal 8-L1 reduce idling, to reduce idling in the plethora of tourist commercial vehicles, i.e. buses, vans, limos, bike tours etc., we have a lot of that, this measure would reduce that

GOAL 11 Reduce Water Consumption

Sonoma not including the following two measures is consistent with Sonoma being last in the county in water conservation; let's pick this up and do better.

add 11-L2 water conservation for new construction, this would bring per capita water use way down (Sebastopol is doing this)

add 11-L3 water conservation for existing buildings, require water conservation upgrade as part of substantial remodel process (Sebastopol is doing this)

The issue of water conservation and energy saving is very nuanced.

Sonoma uses 10,000 gallons more water per household than the county average. This excess can be explained by a number of factors: Sonoma is drier than the rest of the county, wealthy residents don't care about their water bill and usage rates are measured differently by the city and the county. Commercial use is figured separately than per capita. Sonoma does not account for tourism sector water use even though SCWA staff acknowledges that tourism is a driver of Sonoma's higher water use. What we end up with is a bunch of different numbers and stats where it is hard to figure exactly what is what.

Water conservation is the new norm, because of climate change. More frequent droughts will call for additional conservation. What will happen as we move into the future is that Sonomans will hear more calls for conservation even as the population grows and tourism increases.

One question: how do per capita reductions segue into aggregate use reductions? How does the math for that work out? Do we end up using more water even while we are “reducing water consumption”? If so, how is that conservation? Is that “sustainable growth”? If we embrace sustainable growth principles, this opens into social, environmental and economic systems and calls for the articulation of a unified sustainability frame. If residential sacrifice is implied by reducing per capita water use to support new growth and tourism, then why is the city not calling for other types of socio-econ sacrifice to support “sustainable growth”?

This works into the current and future Urban Water Management Plan. As per SCWA staff explanation, which show just how nuanced water conservation really is: “The way the UWMP process works, is that the retail water provider (i.e., the City) estimates future water demands out to 2040 based on general plans and other information like Dept. of Finance, ABAG projections etc. Then the City reduces the estimated gross demand by the required amount of water conservation (SB-7 or 20% by 2020). Next the City can further reduce demands by additional discretionary conservation and recycled water offset to get an overall net water demand to be met by Russian River supplies and groundwater. The City then tells SCWA how much of this net water demand is to be met by SCWA vs. local groundwater. SCWA then combines that net demand forecast with all of its other customers and models water supply reliability to meet these demands under the 3 hydrologic conditions mentioned above. SCWA then also models our transmission system's ability to convey that water to determine if new capital projects are needed. Overall, since 2005, projected demands on the Russian River have decreased and continue to decrease significantly. This is primarily due to significant investment in water conservation technologies and regulations. Also, growth rates are lower than they used to be.

There is a reliable long-term water supply to meet the City's future water supply demands, through 2040 and beyond.

Periodic conservation measures may be required due to drought as an adaptation to conditions, whether new development can happen them is up to the community.

How a community deals with water use, new people, wasteful use, growth etc., is part of planning.”

Sonoma’s existing water General Plan policy reads: policy 6.6 ensure sufficient water resources to serve existing and future residents provided for under Sonoma’s 2020 GP (i.e. Sonoma gets an allotment from the SCWA and given current projections, Sonoma will have enough water from the Russian River system), 1 take proactive steps to improve water conservation, 2 upgrade water supply infrastructure, 3 **increase local supply of water through new wells**, 4, protect quality and sustainability of groundwater resources, 5 investigate alternate water supply options (water market/ cap and trade?)

-this is interesting as # 3 shows Sonoma intends to increase groundwater pumping

As more water background:

Senate Bill X7-7 was enacted in November 2009, requiring all water suppliers to increase water use efficiency. Below are the highlights of this legislation, divided into two sectors, Urban Water Conservation and Agricultural Water Conservation.

The bill also requires, among other things, that the Department of Water Resources, in consultation with other state agencies, develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies.

- [2015 AWMP Guidebook June 2015](#)

Urban Water Conservation

The legislation sets an overall goal of reducing per capita urban water use by 20% by December 31, 2020. The state shall make incremental progress towards this goal by reducing per capita water use by at least 10% by December 31, 2015.

- Each urban retail water supplier shall develop water use targets and an interim water use target by July 1, 2011.
- An urban retail water supplier shall include in its water management plan due July 2011 the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use. The Department of Water resources, through a public process and in consultation with the California Urban Water Conservation Council, shall develop technical methodologies and criteria for the consistent implementation of this part
- The Department of Water Resources shall adopt regulations for implementation of the provisions relating to process water.
- A Commercial, Institutional, Industrial (CII) task force is to be established that will develop and implement urban best management practices for statewide water savings.
- Effective 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for state water grants or loans.

In terms of water conservation and Offroad landscaping equipment with GHG emissions: Water-Efficient landscaping: Municipal Code Chapter 14.32., “This policy protects local water supplies through implementation of a whole system approach to design, construction, installation and maintenance of the landscape resulting in water conserving climate appropriate landscapes, improved water quality, and the minimization of natural resource inputs.” P 5-100

GOAL 12 Increase Recycled Water and Greywater Use

add 12-L1 greywater use/ replace a percentage of potable water used for non-potable uses (all cities except Cloverdale and Sonoma are doing this), this is a no brainer, why Sonoma would not do this is beyond me

GOAL 18 Promote Sustainable Ag

18-R1 Winegrowers 100% Sustainable certification program, this has problems with not being actually sustainable; sustainable has been co-opted into a weasel word here; given that Sonoma is so intertwined with wine-hospitality-tourism, this labeling and definition is germane to discuss as a larger point in the validity of CA2020 and how Sonoma intends to approach sustainability.

add 18-R2, as noted as 18-L2 on the CEQA checklist, and as noted as an action local jurisdictions and cities can support. Promote sale of local, sustainable and organic grown foods and products; this falls right into the county Food Action Program that the city council made a 2014 resolution to support; when are they going to support this? Here is an action measure that Sonoma could take to meet multiple goals simultaneously, by keeping people local with work, housing and food shopping, GHG emissions are reduced; but, the “sustainable” food, shelter and goods have to be affordable or people have to drive to get them. Having to drive out of town is not a “local” mitigation measure. What is sustainable has an inescapable social equity component that cannot be ignored in a widespread effort to have sustainable mean only “green” type of ag or building practices.

-this 18-L2 is an RCPA Group 1 level priority for cities to consider supporting, p. 4-10, jioted there as 18-C2

add 18-L3 urban agriculture, use public land like the Montini Preserve by 5th Street West for a garden to grow affordable produce, put it in the big field; the city has that land

Conclusion

Sonoma lists a lot of stuff up front as to what the city is already doing to reduce GHG emissions, i.e. promote the use of this or that. The most productive listed measures have to do with building energy and built systems.

The most salient indicator for per capita GHG emissions is wealth, the wealthier, the more the GHG emissions. Sonoma and the surrounding region have tremendous wealth. Here is where the nature of our society and economy has to be addressed in CA2020 through a full sustainability frame. However, given Sonoma’s conservative bent and track record of few progressive policy actions, I don’t see the city being able to articulate and implement a level of innovative policy commensurate with the seriousness of the CA2020 task at hand.

Sonoma is possibly the wealthiest hub of all county cities; Sebastopol acknowledged they are the hub of 30-50,000 people. Sonoma could do the same and be a leader in the Valley and integrate efforts of the unincorporated county to regionally tackle reducing GHG emissions in the Valley. If the Valley has the highest potential GHG output per wealth indicator, why are we last in proactive CA2020 measures?

The county and NGOs have multiple plans, guidelines and initiatives in place already. Progress could be made by connecting existing dots and bridging silos.

My efforts to identify additional measures here come with the intent of stepping up to the plate and doing a solid job on a serious issue. If we are indeed one of 16 counties recognized by the White House as being in the lead on climate protection, I believe we should be doing more rather than less, even if budget priorities have to be rearranged or staff added.

My goal here is to ramp up the city's understanding of triple bottom line sustainability and full cost accounting, and take Sonoma out of last place and make us competitive with the other small cities in the county.

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Sonoma Plaza Public Restrooms

April 2016

CSEC was requested to provide a preliminary scope of work for the future renovation of the existing public restrooms in the Carnegie Building. That information follows:

A. General

1. All new construction to be minimum LEED Gold level
2. All materials, construction work and installation to be in accordance with current codes and in compliance with Sonoma's Climate Action Plan 2020
3. Unless otherwise noted, all finish and color options are TBD

B. Men's and Women's Restrooms

1. Demolish
 - a. Lavatories, water closets, urinals
 - b. Toilet partitions
 - c. Metal wall mirrors
 - d. Tile base
 - e. Women's restroom baby changing station
2. Plumbing
 - a. Furnish & install new white plumbing fixtures in current locations so as to not require plumbing moves
 - (i) Lavatories
 - (ii) Urinals (men's room only)
 - (iii) Water closets
 - b. New lavatories to be automatic water and soap dispensing
 - c. New urinals to be waterless (men's room only)
 - d. New water closets to be automatic flushing
3. Accessories
 - a. Furnish & install new ceiling-mounted toilet stall partitions with any necessary above-ceiling partition support system
 - b. Furnish & install new matt finish stainless steel toilet paper and toilet seat cover dispensers
 - c. Furnish & install new electric hand dryers, preferable Dyson Airblade type
 - d. Furnish & install new baby changing station in both men's and women's restrooms
 - e. Provide new large rectangular plastic garbage can for each restroom
4. Tile / Flooring
 - a. Furnish & install new 6'x6" high-traffic, high-abuse floor tile with matching 6" tile base
 - b. ALTERNATE: Prepare existing floor and furnish & install new high-traffic, high-abuse epoxy floor covering, color TBD

5. Drywall
 - a. Furnish & install new drywall ceiling
6. Painting
 - a. Repair any damaged surfaces and prepare them for painting
 - b. Prepare & paint all walls and doors in high-traffic paint, colors TBD, minimum three-coat
 - c. Prepare & paint new drywall ceiling
7. Electrical
 - a. Furnish & install approx. 8 new 2'x2' LED ceiling electrical fixtures in each restroom
8. Hardware
 - a. Replace existing entry door hardware
 - (i) Butts
 - (ii) Locks
 - (a) Lockset type TBD