



**City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Wednesday, March 3, 2021 @ 5:00 PM**

PLEASE NOTE: Any person who wishes to speak regarding an item on the agenda or make a comment under the "Oral Communication" portion of the agenda may do so, but please observe the time limit of four minutes. Members of the public and other parties are welcome to email their comments to the Staff Liaison Preya Nixon at pnixon@cityofsthelelena.org

In accordance with Executive Orders N-25-20, N-29-20, and guidance from the California Department of Public Health on gatherings, remote public participation is allowed. We will address the Order in the following ways: Members of the public may not physically attend meetings. Those members of the public wishing to participate must do so remotely via Zoom electronic meetings in the following ways; by either logging onto the Zoom link located on the meeting agenda (please download the app to your computer or mobile device) and enter the meeting ID or by calling a listed number and enter the meeting ID. Public comment for Active Transportation and Sustainability Committee meetings will be accepted via email to publiccomment@cityofsthelelena.org. All public comments will be made publicly available and attached to the agenda item and will not be read out loud. All public comments that are received after 4:00 PM will be attached to the agenda the following day.

Please see the end of the agenda for detailed PUBLIC PARTICIPATION instructions

Please click the link below to join the meeting:

<https://us02web.zoom.us/j/86414956617>

Or iPhone one-tap :

US: +16699006833,,86414956617# or +13462487799,,86414956617#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099

Webinar ID: 864 1495 6617

International numbers available: <https://us02web.zoom.us/j/86414956617>

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1. CALL TO ORDER
2. ROLL CALL
Committee Chair: Vacant, Vice Chair: Glenn Smith
Members: Jeff Farmer, Madelyn Chandler, vacant
Alternate Members: Vacant, Vacant
City Council Member Liaison: Paul Dohring, Vice Mayor
Staff Liaison: Preya Nixon, Asst. to the City Manager
3. PUBLIC FORUM:
An opportunity for the public to directly address the Committee on items of

interest to the public that are not listed on the agenda. Any person addressing the Committee should provide his or her name and address, and limit comments to four minutes. **Because of restrictions imposed by the Brown Act, the Committee may not engage in substantive discussion, nor take action on matters not described on the agenda.**

4. REPORTS BY STAFF AND COMMITTEE:

Reports by staff and/or committee on items of general interest. ***Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.***

5. CONSENT CALENDAR:

Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.

- 5.1. Active Transportation and Sustainability Committee Meeting Minutes of February 3, 2021.

7 - 9

[Active Transportation and Sustainability Committee - 03 Feb 2021 - Draft Minutes](#)

6. SCHEDULED MATTERS:

- 6.1. Update on the Active Transportation Plan Phase I, including the designation of an ATSC member to participate in field visits.

Recommendation:

Receive informational presentation and appoint an ATSC member to attend field visits.

- 6.2. Review of Ordinance Adopting Procedures for Expedited Permitting for Electric Vehicle Charging Stations

11 - 17

Recommendation:

Receive presentation

[ST HELENA Ordinance Adopting Procedures for Expedited Permitting for Electric Vehicle Charging Stations-c1 for ATSC](#)
[Staff Report Expedited Permitting for EV Charging Stations](#)

- 6.3. Overview of General Plan Climate Action Initiatives and discussion regarding prioritization of short term and long terms goals-second discussion

19 - 59

Recommendation:

Provide feedback on priorities

[Climate Change Chapter - General Plan Update 2040](#)
[Climate Change GP Implementing Actions short term](#)
[Climate Change GP Implementing Actions](#)
[Staff Report on Climate Action Chapter](#)

- 6.4. Discussion on Off Main Street Public Spaces

Recommendation:

informational item only; not an action item.

- 6.5. Committee Development Update

Recommendation:
Receive update

7. FUTURE AGENDA ITEMS

- 7.1. Committee Development Update
- 7.2. Overview of Draft Integrated Pest Management Policy

8. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for April 7, 2021 at 5:00 pm at a location to be determined.

I do hereby certify that a copy of the foregoing agenda was posted on the City website on February 26, 2021.

/s/ Preya Nixon

Preya Nixon, Asst. to the City Manager

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact City Hall at (707) 967-2792. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR35.102-35.104 ADA Title II). However, City staff will attempt to assist at any time with accessibility.

The ZOOM web link, meeting ID, and phone number will be listed at the top of the Active Transportation and Sustainability Committee Agenda. You will be required to enter the meeting ID, but there will be no password or participant ID.

How to Watch or Listen to Active Transportation and Sustainability Committee Meetings:

- 1. Watch and Listen on Zoom.us by clicking on the link in the Active Transportation and Sustainability Committee Agenda
- 2. Listen only by calling the Zoom number listed on the Active Transportation and Sustainability Committee Agenda

Watch the Active Transportation and Sustainability Committee Meeting by Joining the Zoom Meeting:

1. By Computer, Tablet, or Smart Phone:

- a. Before joining the virtual Active Transportation and Sustainability Committee Meeting, it is highly encouraged that you download the Zoom App. To sign up for your own free account, visit zoom.us/signup and enter your email address. You will receive an email from Zoom (no-reply@zoom.us). In this email, click Activate Account.
- b. If you are logged into your account, Enter the **Meeting ID** listed on the Active Transportation and Sustainability Agenda. If you have not created an account go to: <https://zoom.us/join> and enter the **Meeting ID**
- c. Select if you would like to connect audio and/or video and tap **Join Meeting**.

- d. For specific instructions for your device, go to:
<https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

1. **Listen Only by Telephone:**

- a. **Dial** the number listed on the Active Transportation and Sustainability Committee Agenda.
- b. At the prompt, enter the **Meeting ID** provided on the top of the Active Transportation and Sustainability Committee Agenda and **Press #. A participate ID is not required.**
- c. To disconnect from the meeting, hang up the phone.

Ways to Provide Public Comment:

While attending the virtual Active Transportation and Sustainability Committee Meeting, the public will have the opportunity to provide live public comment during Public Forum and after each agenda item. When it is the appropriate time for public comment the Chair will verbally open public comment. At this time each individual is permitted 4 minutes to speak.

1. **Send a Public Comment in Advance to**
publiccomment@cityofsthelena.org

The easiest way to provide public comment is to email your public comment. Public comments may be emailed to publiccomment@cityofsthelena.org. Please include in the subject line "COMMENT TO ATSC and the AGENDA ITEM". Any public comment is required to be submitted no later than 1 hour before the scheduled meeting and will be included as an attachment to the agenda.

1. **Provide Comment through Zoom meeting from a computer, tablet, or smart phone**

This option allows the public to virtually attend the meeting as a muted 'attendee' with no video or screen sharing capabilities. You will be able to see and hear those participating in the meeting, but they will not be able to hear you until the host unmutes you.

If you wish to provide public comment during a specific agenda item or during public forum, you can use the "**raise hand**" feature located in the control panel at the bottom of your screen. The icon is a small blue hand. In Windows you can also use the Alt+Y keyboard shortcut to raise or lower your hand. In Mac you can also use the Option+Y keyboard shortcut to raise or lower your hand.

The host will be notified that you've raised your hand and you will be placed in a queue with all incoming requests.

When it is your turn to speak, you will be notified that the host has unmuted you. To be removed from the queue, just click the '**raise hand**' button again.

1. **Call in to the ZOOM meeting from a cell phone or landline phone only**

This option allows the member of the public with the opportunity to verbally participate in public comment.

If you wish to speak during public comment time dial ***9** on your telephone.

The host will be notified that you would like to speak and you will be placed in a queue with all incoming requests.

When it is your turn to speak, you will be notified that the host has unmuted you. You may press ***9** again if you wish to be removed from the queue.

You will be notified at the end of your statement that you have been muted.



DRAFT MINUTES
City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Wednesday, February 3, 2021 @ 5:00 PM

Page

1. CALL TO ORDER

Vice Chair Smith called the meeting to order at 5:02 p.m.

2. ROLL CALL

The following were present:

Committee Chair: vacant, Vice Chair: Glenn Smith

Members: Jeff Farmer, Madelyn Chandler, vacant

Alternate Members: vacant, vacant

City Council Member Liaison: Paul Dohring, Vice Mayor

Staff Liaison: Preya Nixon, Asst. to the City Manager

Public Works Management Analyst Martin Beltran

Public Works Director Erica Ahmann Smithies, PE

Assistant Engineer Edrees Argand

BKF Engineer Becky Dower, PE

BKF Engineer Erik Bjornstrom, PE

3. PUBLIC FORUM:

No public forum was received.

4. REPORTS BY STAFF AND COMMITTEE:

Reports were held.

4.1. Public Works Update

The following individuals provided an update:

Public Works Management Analyst Martin Beltran

Public Works Director Erica Ahmann Smithies, PE

Assistant Engineer Edrees Argand

Assistant to the City Manager Preya Nixon

5. CONSENT CALENDAR:

Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.

5.1. Active Transportation and Sustainability Committee Meeting Minutes of

-

December 2, 2020

[Active Transportation and Sustainability Committee - 02 Dec 2020 - DRAFT MINUTES](#)

A motion was made by member Farmer and seconded by member Chandler to approve the minutes for the meeting held on December 2, 2020.

The motion passed unanimously.

6. SCHEDULED MATTERS:

- 6.1. Consideration and feedback regarding Grayson and South Crane Road Rehabilitation Project (Project R19-05) segments 2 and 3 # - #

Prepared By: Preya Nixon, Asst. to the City Manager

Recommendation:

Provide Recommendations on Design Options for Grayson and South Crane Rehabilitation Project for segments 2 and 3.

[ATSC Presentation REVISED](#)

[ATSC Presentation](#)

[Staff Report](#)

[Public Comment Mark Smithers](#)

[Public Comment Napa Valley Bike Coalition](#)

[Public Comment Judith Rowling](#)

[Public Comment Amanda Meltzer](#)

[Public Comment Matt Reid](#)

[Public Comment Paul Wagner](#)

[Public Comment Michael Schwartz](#)

[Public Comment Rick Tooker](#)

[Public Comment Bob Frappia](#)

Presentation and report was given by Becky Dower, PE BKF Engineers and Project Manager for the City. Public Works Director Erica Smithies also provided overview of project.

Public comment was received from the following:

Tamara Sanguinetti

Ashley Heworth

Carlotta Sianato

Bonnie Thoreen

John Thoreen

Rick Tooker

Patrick Band

Mark Smithers

Pam Smithers

Discussion was held by the ATSC and the following feedback was recommended from the Committee:

- *Segment 2 (Grayson Ave): Class II Bike Lanes in both directions*

- which will remove on street parking*
- *Segment 3 (South Crane Ave): Class II Bike Lanes in both directions which will remove on street parking on west side*
- *In addition, the committee is requesting Council to add a Class I Bike Trail project to the City Bicycle Plan which would be located on segments 3 and 4 on the East side of South Crane Avenue.*

6.2. Committee Development Update

Assistant to the City Manager provided an update.

7. FUTURE AGENDA ITEMS

- 7.1. Committee Development Update
- 7.2. Electric Vehicle Charging Station Permitting Process
- 7.3. Overview of General Plan Climate Action Initiatives and discussion regarding prioritization of short term and long terms goals-second discussion

8. ADJOURNMENT

Vice Chair Smith adjourned the meeting at 6:50 p.m.

The next regular Active Transportation Committee meeting is scheduled for March 3, 2021 at 5:00 pm at a location to be determined.

Approved

Attest

Chair

Preya Nixon,
Assistant to the City Manager

CITY OF ST. HELENA

ORDINANCE NO. _____

ADDING CHAPTER 10.40 “ELECTRIC VEHICLES” AND SECTIONS 10.40.010 – 10.40.070 TO TITLE 10, VEHICLES AND TRAFFIC, OF THE ST. HELENA MUNICIPAL CODE, SETTING FORTH PROCEDURES FOR EXPEDITED PERMIT PROCESSING FOR ELECTRIC VEHICLE CHARGING STATIONS

WHEREAS, subsection (a) of Section 65850.7 of California Government Code provides that it is the policy of the State to promote and encourage the use of electric vehicle charging stations and to limit obstacles to their use; and

WHEREAS, subsection (g)(1) of Section 65850.7 of the California Government Code provides that every city, county, or city and county shall adopt an ordinance, consistent with the goals and intent of Government Code Section 65850.7(a), that creates an expedited, streamlined permitting process for electric vehicle charging stations; and

WHEREAS, it is the intent of the City Council to adopt an ordinance encouraging the installation of electric vehicle charging stations by removing obstacles to, and minimizing costs of, permitting for charging stations, while codifying the requirements of Government Code Section 65850.7 into the St. Helena Municipal Code.

The City Council of the City of St. Helena does hereby ordain as follows:

SECTION 1: The above recitals are hereby incorporated as though set forth in this section.

SECTION 2: Chapter 10.40 and sections 10.40.010 – 10.40.070 are hereby added to Title 10 of the St. Helena Municipal Code, to read as follows:

“Chapter 10.40 – ELECTRIC VEHICLES

Sections:

10.40.010 Purpose

10.40.020 Definitions

10.40.030 Expedited Permitting Process

10.40.040 Permit Application Processing

10.40.050 Technical Review

10.40.060 Electric Vehicle Charging Station Installation Requirements

10.40.070 Severability

Section 10.40.010 – Purpose

The purpose of this chapter is to adopt an expedited, streamlined electric vehicle charging station permitting process that complies with Government Code Section 65850.7, to achieve timely and cost-effective installations of electric vehicle charging stations. This chapter is intended to encourage the use of electric vehicle charging stations by establishing prescriptive guidelines, minimizing costs to property owners and the City of St. Helena, and limiting obstacles for property owners to install electric vehicle charging stations, consistent with State law.

Section 10.40.020 – Definitions

Building Department shall mean the Building Department of the City of St. Helena, and shall include reference to the Chief Building Official or his or her designee.

City checklist shall mean the checklist developed by the City of all requirements with which electric vehicle charging station(s) must comply in order to be eligible for expedited review. The City's checklist and all other permitting documentation shall be published and accessible on the City's website.

Electronic submittal shall mean the utilization of one or more of the following: (1) email; (2) the Internet; or (3) facsimile.

Electric vehicle charging station or charging station shall mean any level of electric vehicle supply equipment station that is designed and built in compliance with Article 625 of the California Electrical Code, and delivers electricity from a source outside an electric vehicle into a plug-in electric vehicle.

Specific, adverse impact shall mean a significant, quantifiable, direct and unavoidable impact, based on objective, identified, and written public health or safety standards, policies, or conditions as they existed on the date an application was deemed complete.

Section 10.40.030 – Expedited Permitting Process

(a) Consistent with Government Code Section 65850.7, as may be amended from time to time, the City shall implement an expedited, streamlined permitting process for electric vehicle charging stations, and develop a checklist of all requirements with which electric vehicle charging stations shall comply with in order to be eligible for expedited review. The expedited, streamlined permitting process and checklist may refer to the recommendations contained in the most current version of the "Plug-In

Electric Vehicle Infrastructure Permitting Checklist" of the "Zero-Emission Vehicles in California: Community Readiness Guidebook" as published by the Governor's Office of Planning and Research.

(b) The City's checklist and required application forms shall be published on the City's website.

Section 10.40.040 – Permit Application Processing.

(a) Prior to submitting an application for processing, an applicant shall verify that the installation of an electric vehicle charging station will not have specific, adverse impact to public health and safety and building occupants. Verification by the applicant includes but is not limited to: reviewing and complying with electrical system capacity and loads; electrical system wiring, bonding and overcurrent protection; building infrastructure affected by charging station equipment and associated conduits; areas of charging station equipment; and vehicle parking.

(b) A permit application that satisfies the information requirements in the City's checklist shall be deemed complete and be promptly processed. A complete application pursuant to this section does not authorize an applicant to energize or utilize the electric vehicle charging station until approval and all necessary permits are granted by the Building Department.

(c) If the Building Department determines that the permit application is incomplete, it shall issue a written correction notice to the applicant, detailing all deficiencies in the application and any additional information required to be eligible for expedited permit issuance.

(d) The Building Department shall allow for electronic submittal of permit applications covered by this article and associated supporting documentations. In accepting such permit applications, the Building Department shall also accept electronic signatures on all forms, applications, and other documentation in lieu of a wet signature by any applicant.

Section 10.40.050 – Technical Review

(a) The Building Department shall review all electric vehicle charging station applications. Notwithstanding the expedited permit processing set forth in this article, the Building Department retains authority at all times to identify and address higher priority life-safety situations.

(b) If the Building Department makes a finding based on substantial evidence that an electric vehicle charging station could have a specific, adverse impact upon the public health or safety, as defined in this chapter, the City may require the applicant to apply for a use permit pursuant to Chapter 17.168 of this Code. An application for a use permit to install an electric vehicle charging station shall not be denied unless the Planning Department makes written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The findings shall include the basis for the rejection of potential feasible alternatives.

(c) Any conditions imposed on an application to install a charging station shall be designed to mitigate the specific, adverse impact upon the public health or safety at the lowest cost possible.

(d) In the technical review of a charging station application, the Building Department shall not condition the approval of any electric vehicle charging station permit on the approval of such a system by an association, as that term is defined by Civil Code Section 4080.

(e) Upon confirmation by the Building Department that the permit application and supporting documents meet the requirements of the City's checklist, and is consistent with all applicable laws and health and safety standards, the Building Department shall, consistent with Government Code Section 65850.7, as may be amended, approve the application and issue all necessary permits.

Section 10.40.060 – Electric Vehicle Charging Station Installation Requirements

(a) Electric vehicle charging station equipment shall meet the requirements of the California Electrical Code, the Society of Automotive Engineers, the National Electrical Manufacturers Association, and accredited testing laboratories such as Underwriters Laboratories, and rules of the Public Utilities Commission or a Municipal Electric Utility Company regarding safety and reliability.

(b) Installation of electric vehicle charging stations and associated wiring, bonding, disconnecting means, and overcurrent protective devices shall meet the requirements of Article 625 and all applicable provisions of the California Electrical Code.

(c) Installation of electric vehicle charging stations shall be incorporated into the load calculations of all new or existing electrical services and shall meet the requirements of the California Electrical Code. Electric vehicle charging equipment shall be considered a continuous load.

(d) Anchorage of either floor-mounted or wall-mounted electric vehicle charging stations shall meet the requirements of the California Building or Residential Code as applicable per occupancy, and the provisions of the manufacturer's installation instructions. Mounting of charging stations shall not adversely affect building elements.

Section 10.40.070 – Severability

If any section, subsection, phrase, or clause of this article is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council would have passed this ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.”

SECTION 3: CEQA

This ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines (the Guidelines), and the environmental regulations of the City. The City Council hereby finds that this ordinance is not subject to CEQA because the adoption of this ordinance is not a “project” pursuant to Sections 15060(c)(2) and 15060(c)(3) of Title 14 of the California Code of Regulations. Specifically, this ordinance only establishes a streamlined process for electric vehicle charging station permits and merely authorizes administrative activities which will not result in a direct or reasonably foreseeable indirect physical change in the environment.

Moreover, under Section 15061(b)(3) of the State CEQA Guidelines, this ordinance is exempt from the requirements of CEQA because it can be seen with certainty that the provisions contained herein would not have the potential for causing a significant effect on the environment.

SECTION 4: Effective Date

This ordinance shall take effect 30 days after its final adoption, and a summary of this ordinance shall be published once with the names of the members of the Council

voting for and against the ordinance in the St. Helena Star, a newspaper of general circulation published in the City of St. Helena.

THE FOREGOING ORDINANCE was introduced at a regular meeting of the St. Helena City Council on the _____ day of _____, 2021, and was adopted at a regular meeting of the St. Helena City Council on the _____ day of _____, 2021, by the following vote:

Mayor Ellsworth:	_____
Vice Mayor Dohring:	_____
Councilmember Chouteau:	_____
Councilmember Hardy:	_____
Councilmember Hall:	_____

APPROVED:

Geoff Ellsworth, Mayor

ATTEST:

CITY OF ST. HELENA

Cindy Tzafoopoulos, City Clerk

I, CINDY TZAFPOPOULOS, CITY CLERK of the City of St. Helena, California, do hereby certify that the foregoing Ordinance was regularly introduced and placed upon its first reading at a regular meeting of the City Council on the _____ day of _____, 2021. That thereafter said Ordinance was duly adopted and passed at a regular meeting of the City Council on the _____ day of _____, 2021, by the following vote:

Mayor Ellsworth:	_____
Vice Mayor Dohring:	_____
Councilmember Chouteau:	_____
Councilmember Hardy:	_____
Councilmember Hall:	_____



Report to the Active
Transportation and Sustainability
Committee
March 3, 2021

Subject: Review of Ordinance Adopting Procedures for Expedited Permitting for Electric Vehicle Charging Stations

Prepared By: Preya Nixon, Assistant to the City Manager

BACKGROUND

The purpose of bringing this item forward to the Active Transportation and Sustainability Committee (ATSC) is to present draft code language that would adopt an expedited, streamlined electric vehicle charging station permitting process that complies with Government Code Section 65850.7, to achieve timely and cost-effective installations of electric vehicle charging stations. This chapter is intended to encourage the use of electric vehicle charging stations by establishing prescriptive guidelines, minimizing costs to property owners and the City of St. Helena, and limiting obstacles for property owners to install electric vehicle charging stations, consistent with State law.

The next step would include bringing this item forward to the City Council for adoption of this Ordinance.



chapter ten
climate change

10 climate change



Community farmers markets provide opportunities to purchase locally-grown foods close to home, reducing the miles food travels to the table.

- 1 introduction
- 2 land use and growth management
- 3 economic sustainability
- 4 public facilities and services
- 5 circulation
- 6 historic resources
- 7 community design
- 8 open space and conservation
- 9 public health, safety, and noise
- 10 climate change**
- 11 housing
- 12 parks and recreation
- 13 arts, culture, and entertainment

10.1 Purpose of the Element

The Climate Change Element presents a framework to help the City respond to and plan for climate change. It aims to effectively address energy and water conservation, renewable energy production, transportation, sustainable business development, and the responsible evolution of the City to reduce climate change impacts in St. Helena. The policies and actions included in this element seek to chart a course that meets St. Helena's specific needs, aligning with the Napa Countywide Community Climate Action Plan Framework, which St. Helena participated in developing. The Climate Change Element includes the following sections:

The Climate Change Element:

- **10.2 Combating Climate Change in St. Helena.** Describes key climate change issues in St. Helena (p. 10-3).
- **10.3 Key Findings.** Identifies key findings based on an existing conditions analysis and extensive community outreach (p. 10-8).
- **10.4 Goals.** Defines overarching goals to guide policies and implementing actions (p. 10-11).

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- **10.5 Policies and Implementing Actions.** Identifies policies and implementing actions to accomplish St. Helena's climate change objectives (p. 10-13).

10.2 Combating Climate Change in St. Helena

Climate change refers to a change in the average global climate that may be measured by wind patterns, storms, precipitation, and temperature. The term climate change is often used interchangeably with the term global warming. Global warming refers to an average increase in the temperature of the atmosphere near the Earth's surface, which can contribute to changes in global climate patterns. However, rising temperatures are just one aspect of climate change.

Greenhouse gases (GHGs) are gases that trap heat in the atmosphere and regulate the earth's temperature. This effect, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. GHGs are released into the earth's atmosphere through a variety of natural processes and human activities. The current period of global warming is widely attributed to a buildup of GHG emissions from human-made sources that have proliferated and accelerated since the age of industrialization. Many scientists project that global temperatures will likely continue to increase in the future, raising broad concern about the effects of temperature change on the Earth's climate. Potential risks include rising sea levels, changing precipitation patterns, expanding desertification, and increasing GHG emissions.

Although debate continues about how the United States should engage in the global climate change discussion, many state and local governments have adopted policies to address climate change concerns. By adopting this Climate Change Element, St. Helena can take steps to forward the global climate change agenda at the local level. Moreover, as climactic conditions shift in the coming decades – potentially requiring policy responses unknown today – St. Helena will be in a position to adapt to and accommodate new federal, State, and regional planning requirements as they arise.



Canopies of urban street trees create shade and help enhance quality of life while mitigating the impact of the built environment on natural systems.

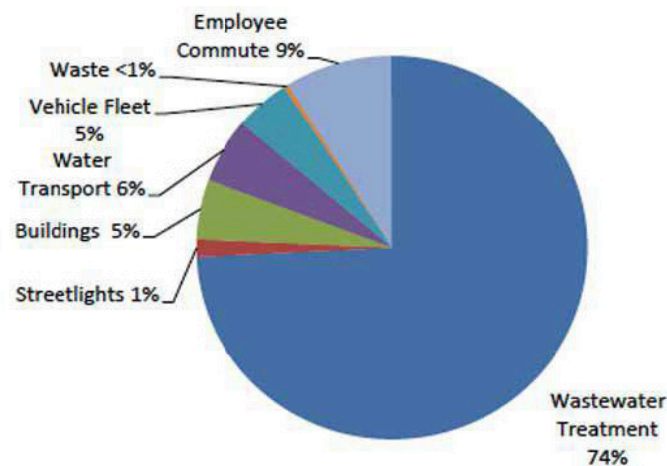
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Innovative systems can capture and reuse rainwater and make use of rooftop spaces for agriculture or plantings.

St. Helena joined the International Council for Local Environmental Initiatives (ICLEI) in 2008. In coordination with ICLEI and the Climate Protection Campaign, the City developed the 2009 City of St. Helena Greenhouse Gas Emissions Reduction Action Plan Analysis Final Report. In 2012, the City completed a GHG emissions inventory of City-controlled operations and activities. Available data indicate that in 2010, the City of St. Helena municipal operations emitted 3,506 metric tons of equivalent carbon dioxide (CO₂e). Municipal GHG emissions varied by end-use sector, with water and wastewater operations and employee commutes generating the largest proportions of total emissions. The remainder of the City's GHG emissions included City buildings, vehicle fleet, streetlights, water transport facilities, and government-generated solid waste disposal.

Figure 10.1 Government Operations Emissions by Sector, 2010



In addition to the 2005 and 2010 municipal inventories, ICLEI developed 2005 and 2010 community GHG inventories for the City of St. Helena. A community inventory accounts for emissions from all emissions sources, not just from those sources under direct municipal control. According to ICLEI's modeling, St. Helena produced 43,831 metric tons of CO₂e in 2005 and 44,008 metric tons of CO₂e in 2010. In 2005, the largest sources of emissions were the

10 climate change

commercial/industrial sector (38 percent), residential (25 percent), and on-road transportation (22 percent). In 2010, commercial/industrial emissions remained the largest contributor of GHGs in St. Helena (35 percent), followed by on-road transportation (29 percent), and residential (25 percent) (ICLEI, 2012). Emissions were reduced in all sectors except the transportation sector, which increased 36 percent.

For the General Plan Update, an updated community GHG emissions inventory was compiled for the City of St. Helena using best available data and modeled for a baseline year of 2018. The inventory found that St. Helena's baseline emissions totaled 76,012 MTCO₂e. As shown in Table 10.1: 2018 GHG Emissions Summary by Sector (MTCO₂e), the transportation sector was responsible for the largest source of emissions, generating 44,531 MTCO₂e (59 percent). Electricity and natural gas use from the commercial/industrial sector was the second largest source of emissions, generating approximately 12,773 MTCO₂e (17 percent). Electricity and natural gas consumption within the residential sector was the third largest source of emissions, generating 9,890 MTCO₂e (13 percent).

In 2012, the City adopted a GHG reduction target of 20 percent below 2005 levels by the year 2020. This target is consistent with the State's goal to reduce California emissions to 1990 levels by the year 2020. In recent years, the State has also set a reduction

TABLE 10.1: 2018 GHG Emissions Summary by Sector (MTCO₂e)

Sector	Annual GHG Emissions (MTCO ₂ e)	Percent of Total
Residential	9,890	13%
Commercial/Industrial	12,773	16.8%
Transportation	44,531	58.6%
Solid Waste	3,734	4.9%
Water Transport, Distribution, and Treatment	138	0.2%
Wastewater	181	0.2%
Off-Road Equipment	4,631	6.1%
Public Lighting	37	>0.1%
Agriculture	97	0.1%
TOTAL	76,012	100%
<i>Source: Dyett & Bhatia, 2017.</i>		

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CONCEPTS, TRENDS, AND IDEAS

Planning Regionally as a Solution to Climate Change

The single-largest source of greenhouse gases in California is emissions from passenger vehicles. This means that in order to reduce greenhouse gas emissions and reduce our contribution to climate change, California must revisit existing policies and the way communities are designed in order to reduce the number of vehicle miles traveled by the State's residents, therefore reducing vehicle emissions.

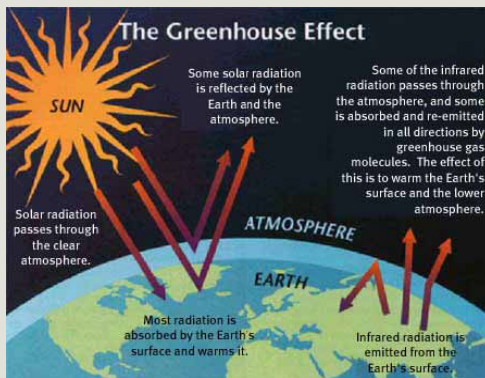
In 2006, the Governor signed The Global Warming Solutions Act into law to do just that. Often referred to as Assembly Bill 32 (AB 32), the Global Warming Solutions Act requires the State of California to reduce greenhouse gas emissions (GHG) to 1990 levels no later than 2020. In recent years, the State has also set a reduction goal of reducing GHG emissions to 80 percent below 1990 levels by 2050 (Executive Order S-3-05) and an interim target of 40 percent below 1990 levels by 2030 (Executive Order B-30-15). Additionally, the California Air Resources Board (CARB) Scoping Plan, adopted in 2017, establishes per capita GHG emissions targets of 4.0 metric tons of CO₂e per capita by 2030 and 2.0 metric tons of CO₂e per capita by 2050. These per capita targets are consistent with statewide reduction goals.

SB 375 takes AB 32 to the next step by requiring California's regional land use and transportation authorities to work with local agencies to achieve more compact growth patterns, thereby reducing the quantity of greenhouse gases emitted by passenger vehicles.



Although many Californians can picture the long-term dire consequences of climate change, there are also many near-term dangers to the state's wetlands as changing weather patterns affect wildlife habitats and life cycles.

10 climate change



The greenhouse effect has been studied for many years, but California is the first state in the nation to take specific action to combat the effects of greenhouse gas emissions.

SB 375 has five key features:

1. It mandates that regional planning agencies establish regional targets for reducing greenhouse gas emissions tied to land use, and therefore driving patterns.
2. It requires that regional planning agencies create a plan to meet those targets.
3. SB 375 requires that regional transportation funding decisions be consistent with this new plan.
4. It integrates regional transportation planning and housing allocation efforts for the first time.
5. It establishes new California Environmental Quality Act (CEQA) exemptions and streamlining for development projects that conform to the new regional plans.

The Sustainable Communities Strategy

SB 375 requires the California Air Resources Board (CARB) to establish GHG emission reduction targets related to transportation for each Metropolitan Transportation Organization (MTC) region by September 30, 2010. The Metropolitan Transportation Commission (MTC) is the designated MPO for Napa County and the greater Bay Area region.

Under SB 375, each MPO must then add a new element to its long-range Regional Transportation Plan (RTP) called a "Sustainable Communities Strategy," or SCS. The SCS seeks to achieve the targeted reductions in greenhouse gas emissions if there is a feasible way to do so, planning for compact growth and matching transportation improvements.

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goal of reducing GHG emissions to 80 percent below 1990 levels by 2050 (Executive Order S-3-05) and an interim target of 40 percent below 1990 levels by 2030 (Executive Order B-30-15). Additionally, the California Air Resources Board (CARB) Scoping Plan, adopted in 2017, establishes per capita GHG emissions targets of 4.0 metric tons of CO₂e per capita by 2030 and 2.0 metric tons of CO₂e per capita by 2050. These per capita targets are consistent with statewide reduction goals.

Through Assembly Bill 32 and other legislation, the State is implementing measures that will reduce emissions by improving fuel efficiency in vehicles, reducing the carbon intensity of transportation fuels, increasing the use of renewable power, and other actions. However, local action is also needed to complement actions at the State level and ensure St. Helena meets its reduction target.

Targeting climate change policies to reduce vehicle miles traveled on local roads is essential to achieving the City's long-term GHG reduction goals. Moreover, strengthening policies to improve commercial and residential building efficiency, conserve energy, and eliminate organic waste from landfills can reduce community emissions. Within government operations, improving building efficiency, utilizing renewable energy, and replacing vehicles with more fuel-efficient models can significantly reduce GHG emissions.

In 2009, St. Helena joined with other Napa County jurisdictions to prepare the Napa Countywide Community Climate Action Framework. The Framework, adopted by the Napa Valley Transportation Authority (NVTa) in 2010, provides a consensus-based context for further planning efforts by the individual cities and towns. It outlines a suite of actions that, when translated into locally specific programs and projects countywide, will help meet climate protection targets. Many of the implementing actions contained in this Climate Change Element are based on the actions identified in the Framework.

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Green jobs programs can help to build local capacity for solar installations and other energy saving strategies for homeowners.

10.3 Key Findings

There are several challenges and opportunities facing St. Helena related to climate change. The following key findings are based upon comprehensive existing conditions analysis and community input.

- St. Helena is currently implementing a program to reduce GHG emissions from City facilities based on findings in the City of St. Helena Greenhouse Gas Emissions Reduction Action Plan Analysis (Final Report April 22, 2009).
- The City of St. Helena municipal operations emitted 3,506 metric tons of CO₂e during the year 2010. Water and wastewater operations and employee commutes generated the largest proportions of total emissions 74 percent and 9 percent, respectively). Water transport facilities accounted for 6 percent of emissions, followed by City buildings (5 percent street lights (1 percent) and government-generated waste (less than 1 percent). By implementing measures for future action relating to building and equipment energy efficiency, fuel efficiency, alternative fuel options, and alternative energy generation, the City can make strides to meet its GHG reduction goals and be a model for other businesses and institutions seeking to reduce long-term emissions levels.

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Innovative landscaping like rain gardens can beautify impermeable surfaces like parking lots while address water runoff concerns.

- The City participated in the development of the Napa Countywide Community Climate Action Framework, which contains 53 consensus-based actions intended to guide the participating jurisdictions in meeting GHG reduction goals. The collaborative process was managed by the Napa County Transportation and Planning Agency. A 2006 Bay Area Air Quality Management District (BAAQMD) report indicated that approximately 55 percent of GHG emissions in Napa County resulted from mobile source emissions. Effective land use planning that reduces vehicle miles traveled and promotes alternate modes of transportation is essential to mitigating climate change. By focusing on improving bicycle and pedestrian connections across the City and reducing commute and truck trips, St. Helena can address auto-related emissions levels at both the local and regional levels.
- St. Helena's estimated 2018 baseline community-wide GHG emissions totaled 76,012 metric tons CO₂e, and emissions were 13.0 MTCO₂e per capita for the residential population and 6.7 MTCO₂e per service population. Transportation emissions make up a significant portion of St. Helena's emissions (59 percent), with commercial/industrial energy use in second place (17 percent), and residential energy use in third (13 percent). Commercial/industrial and residential emissions have decreased since 2010. Transportation emissions appear to have significantly increased since 2010, however, this is due to a change in the methodology in accounting for VMT within the GHG inventory to be consistent with best practices and protocols.
- Over half of community-wide emissions in St. Helena result from on-road vehicles. Effective land use planning that reduces VMT and promotes alternate modes of transportation is essential to mitigating climate change. By focusing on improving bicycle and pedestrian connections across the city and reducing commute and truck trips, St. Helena can address auto-related emissions levels at both the local and regional levels.
- Like other communities throughout California, St. Helena is vulnerable to water shortages in the event of prolonged period of drought that could be exacerbated by climate change. Fully integrating water resource conservation policies and implementation measures into the City's Climate Change Element is essential to ensuring that St. Helena will have adequate water supplies to meet its future needs.

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- A significant portion of St. Helena’s economy relies on industry sectors that may be adversely affected by climate change, most importantly agriculture and tourism. By considering the water supply in future climate change scenarios and supporting measures to recycle and reuse water as much as possible in the near future, the City can begin to strengthen the viability of its industries, markets, and employment into the future.

Creating walkable streets and shopping districts can help to reduce dependence on automobiles as residents and visitors walk and bicycle more.

10.4 Goals

The goals of the Climate Change Element are:

Increase Citywide Transportation-Related Energy Efficiency.

The City seeks to reduce demand for fossil fuels by decreasing VMT, improving transit options and the fuel efficiency of vehicles, supporting the use of renewable energy-powered vehicles, and creating a bicycle and pedestrian-friendly environment.

10 climate change

Reduce Energy Demand Through Improved Building and Design.

St. Helena is dedicated to reducing energy demand by promoting development and construction that improve resource conservation and efficiency, and to improving the energy supply by switching from fossil fuels to renewables.

Reduce Consumption and Divert Waste.

The City is committed to achieving waste diversion of 75 percent to 90 percent by year 2020.

Ensure the Sustainable Management of Agriculture, Natural Resources, and Urban Forests.

St. Helena is dedicated to protecting and increasing the amount of vegetation and biomass in local soils, reducing emissions from agricultural sources, encouraging responsible and sustainable agricultural and landscaping practices, and significantly reducing water use to protect local water resources.

Increase Community Engagement and Advocacy.

The City seeks to increase participation in GHG reduction efforts through marketing programs and community outreach. In addition, they are committed to engaging and advocating for collaborative policy and legislative solutions at the local, regional, state, federal, and global levels.

Improve the Efficiency of Local Government Operations.

St. Helena is dedicated to reducing fossil fuel consumption by local government operations, improving the energy efficiency and reduction of carbon emissions of City and County facilities and operations, and reducing solid waste attributable to City and County operations and facilities.

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10.5 Policies and Implementing Actions

A range of policies and implementing actions are outlined below and organized into the following topic areas:

1. Transportation and Mobility;
2. Buildings and Energy;
3. Consumption and Solid Waste;
4. Agriculture, Natural Resources, and Urban Forests;
5. Community Engagement; and
6. Local Government Operations.

The following policies and actions mandate, encourage, or allow certain initiatives to be pursued throughout the duration of the General Plan. Together they serve as strategic directions for City staff and partners, highlighting where time and resources should be focused. They reflect St. Helena's commitment to coordinating its climate change measures with countywide efforts to address climate change.

10 climate change

topic area

1 TRANSPORTATION AND MOBILITY

Policies

CC1.1 Promote a “walkable” and “bikeable” city.

CC1.2 Support transportation planning efforts to optimize fuel efficiency and reduce vehicle miles travelled on local roads.

CC1.3 Seek initiatives that provide efficient modes of transportation for visitors and residents.



TOP California's rail system provides regional transit connections throughout the state.

BOTTOM Innovative solutions for parking lots can create self-sustaining spaces with less impact on the natural environment.

10 climate change

topic area

1 TRANSPORTATION AND MOBILITYImplementing Actions

CC1.A Adopt and implement pedestrian and bicycle networks within St. Helena that may connect to a countywide multi-use trail that extends from Calistoga to American Canyon.

CC1.B If feasible maintain and enhance existing express bus, local bus, and para-transit services. Provide shuttle service between the three upvalley towns. Support the establishment of a northbound express bus during peak commute hours. Ensure that these services provide opportunities to connect with existing and proposed countywide service improvements, including the transit center in Downtown Napa.

CC1.C Expand Park and Ride areas and other support facilities to encourage public transportation use and car and van pooling.

CC1.D Evaluate truck and freight rail routes through the city. Based on these findings, develop policies and strategies to improve circulation and neighborhood compatibility issues.

CC1.E Adopt and implement transportation plans in accordance with the Napa Valley Transportation Authority's (NVTa) Strategic Transportation Plan to increase transit service and ridership in St. Helena and connections with County transit services.

CC1.F Establish programs to reduce vehicle miles traveled by supporting local hiring, food production, farmers' markets, and community-based "buy local" campaigns. For General Plan purposes, "local" includes St. Helena and its residents, as well as the residents and areas of the surrounding towns and unincorporated County that have traditionally been served by St. Helena's commercial and retail services.

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topic area

1 TRANSPORTATION AND MOBILITY

CC1.G Evaluate parking standards to help reduce vehicle miles traveled and reduce vehicle idling.

CC1.H Increase walkability and bikeability to encourage a reduction in local auto trips. Strengthen outreach to increase awareness of pedestrian and bicycle amenities throughout the city.

CC1.I Require discretionary development projects to assess and mitigate the impacts of vehicle miles traveled using transportation demand management programs, including providing transit amenities.

CC1.J Initiate programs that encourage car-free tourism through incentives, outreach, awareness, and creating a bicycle and pedestrian-friendly environment.

CC1.K Adopt and implement programs to assist businesses and organizations switch from fossil fuel-powered fleet vehicles to vehicles powered by clean, renewable energy sources.

CC1.L Develop parks and open spaces in support of efforts to create walkable, bikeable mixed-use neighborhoods, especially to complement higher-density development and connect lower-density areas.

CC1.M Design and operate the public street system to optimize fuel efficiency. Consider fuel efficiency in the design of street extensions, connections, and right-of-way controls at intersections, and monitor and adjust traffic signals.

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topic area

2 BUILDINGS AND ENERGY**Policies**

CC2.1 Encourage measures to reduce energy demand through conservation and efficiency.

CC2.2 Support local efforts to improve the energy supply by switching from fossil fuels to renewables.



Transit agencies in some parts of the state are building their fleets with buses that use natural gas and other alternative fuel sources.

Implementing Actions

CC2.A Partner with the County of Napa to implement an AB811 program that makes funding available to residential and commercial property owners seeking to improve their properties to conserve energy and water, and to generate solar energy.

CC2.B Pursue state and federal funding programs designed to reduce energy demand through conservation and efficiency.

CC2.C Implement Title 24 energy conservation standards for new buildings, and other State building code standards for high performance “green” buildings. Utilize established green building standards, such as Leadership in Energy and Environmental Design (LEED) and Build it Green.

CC2.D Continue to reduce energy use by promoting domestic water conservation and requiring water-efficient landscape improvements associated with new construction.

CC2.E Reduce greenhouse gas emissions from buildings and energy use. Require or request that new development projects analyze greenhouse gas emissions due to energy use and incorporate energy and safe yield water conservation measures into projects.

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topic area

2 BUILDINGS AND ENERGY

CC2.F In support of countywide energy generation efforts, increase local renewable energy generation. Adopt production standards for the City based on quantifiable measures that increase per capita generation levels.

CC2.G Remove regulatory impediments and economic disincentives associated with the generation and use of energy from renewable sources, such as wind, geothermal, and solar energy.

CC2.H Establish programs that encourage owners to retrofit existing structures to incorporate energy-efficient and “green” building standards.

(Also see the Community Design Element, Topic Area: 1)



New building technologies make it possible to reduce energy consumption and generate new energy using solar, wind, and water sources.

10 climate change

topic area

3 CONSUMPTION AND SOLID WASTE**Policies**

CC3.1 Enhance recycling, composting, and source reduction services for residential and commercial uses to support Napa County's countywide waste reduction goal to achieve overall waste diversion of 75 percent to 90 percent by 2020.

(Also see the Public Facilities and Services Element, Topic Area: 4)

Implementing Actions

CC3.A Establish programs and create incentives to achieve a 75 to 90 percent citywide construction and demolition debris waste diversion level in support of Statewide goals.

CC3.B Establish programs and create incentives to achieve a 75 percent organic (food and green) waste diversion level in support of statewide goals.

CC3.C Establish citywide collection services for segregated food waste from commercial sources.

CC3.D Encourage home composting of organic waste.

CC3.E Create and support other programs, such as the Napa County Green Business Program and the green restaurant program, that help achieve the 75 to 90 percent overall waste diversion goal.

CC3.F Adopt environmentally-preferable purchasing measures and explore joint-purchasing agreements with partner agencies and businesses.

10 climate change

topic area

4 AGRICULTURE, NATURAL RESOURCES, AND URBAN FORESTS**Policies**

CC4.1 Support efforts to protect and increase the amount of vegetation and biomass in soil and reduce emissions from agricultural sources.

CC4.2 Encourage responsible and sustainable agricultural and landscaping practices.

CC4.3 Strengthen water conservation measures that result in significant reductions in local water use and the protection of local water resources.

(Also see the Community Design Element, Topic Area: 1)

CC4.4 Support efforts to expand and improve the City's managed urban forest in order to reduce greenhouse gas emissions and improve overall air quality.

(Also see the Open Space and Conservation Element for additional policies and implementing actions relating to urban forests.)

CC4.5 Promote community gardens to reduce emissions generated in food transportation.



Wind turbines offer new opportunities for climate-friendly energy generation.

Implementing Actions

CC4.A Establish programs to support and encourage local agriculture, food production, and school and community gardens.

CC4.B Promote edible landscaping where possible.

CC4.C Establish programs and plans that create and enhance urban forests and greenways.

10 climate change

topic area

4 AGRICULTURE, NATURAL RESOURCES, AND URBAN FORESTS

CC4.D Assess the impact of land use changes, new vineyards, and urban development on carbon sequestration.

CC4.E Support efforts by local growers and restaurants to produce and use locally-grown food and remove associated regulatory hurdles.

CC4.F Revise ordinances to further protect habitat and mitigate the conversion of oak woodlands, natural resources, riparian habitat, and other important natural communities by permanently protecting similar habitats.

CC4.G Support and promote the Napa Green Certified Winery Program and the Napa Green Certified Land Program.

CC4.H Adopt landscape ordinances that promote drought resistant plants, and limit or restrict lawns and other high-water-demand plants unless irrigated with reclaimed or grey water systems.

CC4.I Develop and adopt energy-saving and environmentally-sound domestic water conservation plans.

CC4.J Establish an urban forestry program to ensure a coordinated and comprehensive approach to maintaining and increasing the City's trees especially native varieties when possible.



TOP Local gardens help reduce the footprint of fruits and vegetables.

BOTTOM A boatload of trash illustrates how much waste enters natural ecosystems.

10 climate change

topic area

5 COMMUNITY ENGAGEMENT**Policies**

CC5.1 Support local efforts to market programs and conduct community outreach through schools, non-profit groups, community organizations, and the business community to increase participation in greenhouse gas (GHG) reduction efforts.

CC5.2 Engage and advocate for collaborative programs, policies, and legislative solutions at the regional, state, federal, and global levels to reduce global GHG emissions.

CC5.3 Expand local awareness about gardening, composting, and agriculture.



Incentives programs can help to encourage everything from green roofs to composting and recycling to reuse of materials.

Implementing Actions

CC5.A Partner with the St. Helena Unified School District, private schools, community-based non-profit organizations, and others to undertake public outreach and education efforts that broaden community involvement in reducing greenhouse gas emissions.

CC5.B Market and encourage participation in incentive programs that improve energy efficiency.

CC5.C Foster and build public-private partnerships that help achieve greater energy efficiency and reduce greenhouse gas emissions.

CC5.D Promote programs designed to advance sustainable business practices in St. Helena. Use the Napa County Green Business Program as a model for a City-based effort.

CC5.E Participate in and help develop effective regional, state, and federal solutions to reduce emissions.



10 climate change

topic area

5 COMMUNITY ENGAGEMENT

CC5.F Engage and assist local agencies and utility companies toward achieving greenhouse gas reduction targets.

CC5.G Enable long-term solutions by investing in and supporting science and engineering education.

CC5.H Support the United States' participation in international greenhouse gas reduction efforts.

CC5.I Establish an outreach program to raise public awareness about gardening, composting, and agriculture. Utilize public access television, the City's website, public notices, and workshops to engage a broad and diverse range of residents.



Farmers markets and community gardens provide residents with direct connections to the food supply.

10 climate change

topic area

6 LOCAL GOVERNMENT OPERATIONS**Policies**

CC6.1 Ensure that the City leads by example in managing its local government operations while implementing the following policy directions:

- Encourage the reduction of fossil fuel consumption by local government operations.
- Improve energy efficiency, implement alternative and renewable energy solutions, and reduce greenhouse gas emissions in City and county facilities and operations.
- Reducing solid waste from City and County operations and facilities.

**Implementing Actions**

CC6.A Transition City fleets to vehicles powered by clean, renewable energy sources.

CC6.B Install electric vehicle charging stations with funding from state and federal sources.

CC6.C Encourage alternatives to agency employees' use of single-occupancy vehicles by providing bicycle racks, preferential parking permits for carpools and vanpools, commuter information, and other incentives.

CC6.D Conduct audits and regularly monitor the effectiveness of City and County energy efficiency implementation measures and adapt them to meet targets.

CC6.E Convert street lighting, water pumping, water treatment, and other energy-intensive operations to more efficient technologies.



Community programs can help engage both adults and children in learning about their environments and about the impact of greenhouse gas emissions on the climate.

10 climate change

topic area

6 LOCAL GOVERNMENT OPERATIONS

CC6.F Ensure that new municipal or substantially-renovated municipal facilities incorporate cost-effective strategies for reducing greenhouse gas emissions, conserving energy and water, and utilizing sustainable construction practices.

CC6.G Consider carbon emissions from the production, transportation, use, and disposal of goods as a criterion for City purchasing decisions.

CC6.H Establish a comprehensive, user-friendly recycling program that involves all City departments and facilities. Recover 70 to 85 percent of all waste generated in City operations.

CC6.I Install renewable energy systems at City facilities.

CC6.J Review and update the implementation actions recommended by the City's Climate Protection Task Force (CPTF) on an annual basis.



Collaboration between governmental entities, residents and community groups ensures that actions have significant impacts.

Short Term Goals							
	Implementing Actions	Degree of Difficulty	FY 20/21	FY 21/22	Opportunity for Regional Collaboration	Notes	Category
1	Evaluate parking standards to help reduce vehicle miles traveled and reduce vehicle idling.	Medium		✓			Transportation and Mobility
2	Increase walkability and bikeability to encourage a reduction in local auto trips. Strengthen outreach to increase awareness of pedestrian and bicycle amenities throughout the city.	Medium	✓				Transportation and Mobility
3	Require discretionary development projects to assess and mitigate the impacts of vehicle miles traveled using transportation demand management programs, including providing transit amenities.	Medium		✓			Transportation and Mobility
4	Initiate programs that encourage car-free tourism through incentives, outreach, awareness, and creating a bicycle and pedestrian-friendly environment.	Medium	✓				Transportation and Mobility

	<u>Implementing Actions</u>	<u>Degree of Difficulty</u>	<u>FY 20/21</u>	<u>FY 21/22</u>	<u>Opportunity for Regional Collaboration</u>	<u>Notes</u>	<u>Category</u>
5	Pursue state and federal funding programs designed to reduce energy demand through conservation and efficiency.	Medium		✓	●	When the City receives funding through CDBG, it can generally be used for energy efficiency updates if the homeowner qualifies and that is the intent of the grant.	Buildings and Energy
6	Establish programs that encourage owners to retrofit existing structures to incorporate energy-efficient and "green" building standards.	Medium	✓				Buildings and Energy
7	Establish citywide collection services for segregated food waste from commercial sources.	Medium		✓			Consumption and Solid Waste
8	Encourage home composting of organic waste.	Easy		✓			Consumption and Solid Waste
9	Promote edible landscaping where possible.	Easy	✓				Agriculture, Natural Resources, and Urban Forest
10	Establish programs and plans that create and enhance urban forests and greenways.	Medium		✓			Agriculture, Natural Resources, and Urban Forest

	<u>Implementing Actions</u>	<u>Degree of Difficulty</u>	<u>FY 20/21</u>	<u>FY 21/22</u>	<u>Opportunity for Regional Collaboration</u>	<u>Notes</u>	<u>Category</u>
11	Adopt landscape ordinances that promote drought resistant plants, and limit or restrict lawns and other high-water-demand plants unless irrigated with reclaimed or grey water systems.	Easy	✓				Agriculture, Natural Resources, and Urban Forest
12	Develop and adopt energy-saving and environmentally-sound domestic water conservation plans.	Medium	✓				Agriculture, Natural Resources, and Urban Forest
13	Market and encourage participation in incentive programs that improve energy efficiency.	Easy	✓		●		Community Engagement
14	Establish an outreach program to raise public awareness about gardening, composting, and agriculture. Utilize public access television, the City's website, public notices, and workshops to engage a broad and diverse range of residents.	Easy		✓			Community Engagement
15	Establish a comprehensive, user-friendly recycling program that involves all City departments and facilities. Recover 70 to 85 percent of all waste generated in City operations.	Medium		✓			Local Government Operations
16	Review and update the implementation actions recommended by the City's Climate Protection Task Force (CPTF) on an annual basis.	Easy	✓				Local Government Operations

Climate Change Element									
No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
1	Adopt and implement pedestrian and bicycle networks within St. Helena that may connect to a countywide multi-use trail that extends from Calistoga to American Canyon.	Medium			✓		●		Transportation and Mobility
2	If feasible maintain and enhance existing express bus, local bus, and para-transit services. Provide shuttle service between the three upvalley towns. Support the establishment of a northbound express bus during peak commute hours. Ensure that these services provide opportunities to connect with existing and proposed countywide service improvements, including the transit center in Downtown Napa.	Medium			✓		●	Collaboration with NVRTA	Transportation and Mobility
3	Expand Park and Ride areas and other support facilities to encourage public transportation use and car and van pooling.	Medium			✓				Transportation and Mobility
4	Evaluate truck and freight rail routes through the city. Based on these findings, develop policies and strategies to improve circulation and neighborhood compatibility issues.	Difficult			✓				Transportation and Mobility
5	Adopt and implement transportation plans in accordance with the Napa Valley Transportation Authority's (NVRTA) Strategic Transportation Plan to increase transit service and ridership in St. Helena and connections with County transit services.	Medium			✓				Transportation and Mobility

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
6	Establish programs to reduce vehicle miles traveled by supporting local hiring, food production, farmers' markets, and community-based "buy local" campaigns. For General Plan purposes, "local" includes St. Helena and its residents, as well as the residents and areas of the surrounding towns and unincorporated County that have traditionally been served by St. Helena's commercial and retail services.	Difficult		✓			●		Transportation and Mobility
7	Evaluate parking standards to help reduce vehicle miles traveled and reduce vehicle idling.	Medium	✓						Transportation and Mobility
8	Increase walkability and bikeability to encourage a reduction in local auto trips. Strengthen outreach to increase awareness of pedestrian and bicycle amenities throughout the city.	Medium	✓						Transportation and Mobility
9	Require discretionary development projects to assess and mitigate the impacts of vehicle miles traveled using transportation demand management programs, including providing transit amenities.	Medium	✓						Transportation and Mobility
10	Initiate programs that encourage car-free tourism through incentives, outreach, awareness, and creating a bicycle and pedestrian-friendly environment.	Medium	✓						Transportation and Mobility
11	Adopt and implement programs to assist businesses and organizations switch from fossil fuel-powered fleet vehicles to vehicles powered by clean, renewable energy sources.	Medium			✓		●		Transportation and Mobility

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
12	Develop parks and open spaces in support of efforts to create walkable, bikeable mixed-use neighborhoods, especially to complement higher-density development and connect lower-density areas.	Medium		✓					Transportation and Mobility
13	Design and operate the public street system to optimize fuel efficiency. Consider fuel efficiency in the design of street extensions, connections, and right-of-way controls at intersections, and monitor and adjust traffic signals.	Medium		✓					Transportation and Mobility
14	Partner with the County of Napa to implement an AB811 program that makes funding available to residential and commercial property owners seeking to improve their properties to conserve energy and water, and to generate solar energy.	Medium		✓			●		Buildings and Energy
15	Pursue state and federal funding programs designed to reduce energy demand through conservation and efficiency.	Medium	✓				●	When the City receives funding through CDBG, it can generally be used for energy efficiency updates if the homeowner qualifies and if that is the intention of the grant.	Buildings and Energy

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
16	Implement Title 24 energy conservation standards for new buildings, and other State building code standards for high performance "green" buildings. Utilize established green building standards, such as Leadership in Energy and Environmental Design (LEED) and Build it Green.	Easy				✓		The City adopts and enforces the latest edition of Title 24 state building codes (currently the 2019 edition), which include the California Energy Code and the CalGreen Building Code. We currently enforce all mandatory requirements of the CalGreen and Energy Codes which are some of the strictest in the nation.	Buildings and Energy
17	Continue to reduce energy use by promoting domestic water conservation and requiring water-efficient landscape improvements associated with new construction.					✓		The City enforces the States Model Water Efficiency Landscape Ordinance (MWELO) which requires all landscaped areas with 500 square footage (or more) for commercial properties to have compliant landscape sprinkler systems. Additionally, the CalGreen code mandates all new plumbing fixtures in commercial and residential construction comply with water-saving fixture standards. SB407 required all commercial and residential properties to retrofit plumbing fixtures to low-water usage beginning in 2014.	Buildings and Energy

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
18	Reduce greenhouse gas emissions from buildings and energy use. Require or request that new development projects analyze greenhouse gas emissions due to energy use and incorporate energy and safe yield water conservation measures into projects.					✓		The state code requires commissioning of non-residential buildings of 100,000 Square Foot+. Commissioning evaluates the basis of design for a building to determine energy efficiency goals ventilation requirements, equipment and system expectations, building envelope performance expectations, etc... The City generally does not have projects this large in our City and the City ordinance limits certain commercial buildings to less than 10,000 square feet. Also, projects this large in the. Also, project that are subject to CEQA may be required to evaluate greenhouse gas emissions. The current Energy Code requires that all new residential projects install renewable energy source(s) to achieve a net-zero energy standard.	Buildings and Energy
19	In support of countywide energy generation efforts, increase local renewable energy generation. Adopt production standards for the City based on quantifiable measures that increase per capita generation levels.	Difficult			✓		●	The City contues to issue PV-Solar permits for both residential and commerical properties.	Buildings and Energy
20	Remove regulatory impediments and economic disincentives associated with the generation and use of energy from renewable sources, such as wind, geothermal, and solar energy.	Difficult		✓				The City expedites all renewable energy permit applications.	Buildings and Energy

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
21	Establish programs that encourage owners to retrofit existing structures to incorporate energy-efficient and "green" building standards.	Medium	✓						Buildings and Energy
22	Establish programs and create incentives to achieve a 75 to 90 percent citywide construction and demolition debris waste diversion level in support of Statewide goals.	Medium		✓					Consumption and Solid Waste
23	Establish programs and create incentives to achieve a 75 percent organic (food and green) waste diversion level in support of statewide goals.	Medium		✓					Consumption and Solid Waste
24	Establish citywide collection services for segregated food waste from commercial sources.	Medium	✓						Consumption and Solid Waste
25	Encourage home composting of organic waste.	Easy	✓						Consumption and Solid Waste
26	Create and support other programs, such as the Napa County Green Business Program and the green restaurant program, that help achieve the 75 to 90 percent overall waste diversion goal.	Medium		✓			●		Consumption and Solid Waste
27	Adopt environmentally-preferable purchasing measures and explore joint-purchasing agreements with partner agencies and businesses.	Easy				✓			Consumption and Solid Waste
28	Establish programs to support and encourage local agriculture, food production, and school and community gardens.	Easy		✓					Agriculture, Natural Resources, and Urban Forest

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
29	Promote edible landscaping where possible.	Easy	✓						Agriculture, Natural Resources, and Urban Forest
30	Establish programs and plans that create and enhance urban forests and greenways.	Medium	✓						Agriculture, Natural Resources, and Urban Forest
31	Assess the impact of land use changes, new vineyards, and urban development on carbon sequestration.	Difficult			✓				Agriculture, Natural Resources, and Urban Forest
32	Support efforts by local growers and restaurants to produce and use locally-grown food and remove associated regulatory hurdles.	Easy		✓			●		Agriculture, Natural Resources, and Urban Forest
33	Revise ordinances to further protect habitat and mitigate the conversion of oak woodlands, natural resources, riparian habitat, and other important protecting similar habitats.	Difficult			✓				Agriculture, Natural Resources, and Urban Forest
34	Support and promote the Napa Green Certified Winery Program and the Napa Green Certified Land Program.	Easy		✓			●		Agriculture, Natural Resources, and Urban Forest
35	Adopt landscape ordinances that promote drought resistant plants, and limit or restrict lawns and other high-water-demand plants unless irrigated with reclaimed or grey water systems.	Easy	✓						Agriculture, Natural Resources, and Urban Forest
36	Develop and adopt energy-saving and environmentally-sound domestic water conservation plans.	Medium	✓						Agriculture, Natural Resources, and Urban Forest
37	Establish an urban forestry program to ensure a coordinated and comprehensive approach to maintaining and increasing the City's trees especially native varieties when possible.	Medium		✓					Agriculture, Natural Resources, and Urban Forest

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
38	Partner with the St. Helena Unified School District, private schools, community-based non-profit organizations, and others to undertake public outreach and education efforts that broaden community involvement in reducing greenhouse gas emissions.	Easy		✓			●		Community Engagement
39	Market and encourage participation in incentive programs that improve energy efficiency.	Easy	✓				●		Community Engagement
40	Foster and build public-private partnerships that help achieve greater energy efficiency and reduce greenhouse gas emissions.	Difficult				✓			Community Engagement
41	Promote programs designed to advance sustainable business practices in St. Helena. Use the Napa County Green Business Program as a model for a City-based effort.	Difficult				✓			Community Engagement
42	Participate in and help develop effective regional, state, and federal solutions to reduce emissions.	Medium				✓			Community Engagement
43	Engage and assist local agencies and utility companies toward achieving greenhouse gas reduction targets.	Medium				✓		The City has joined MCE	Community Engagement
44	Enable long-term solutions by investing in and supporting science and engineering education.	Easy				✓			Community Engagement
45	Support the United States' participation in international greenhouse gas reduction efforts.	Medium				✓			Community Engagement

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
46	Establish an outreach program to raise public awareness about gardening, composting, and agriculture. Utilize public access television, the City's website, public notices, and workshops to engage a broad and diverse range of residents.	Easy	✓						Community Engagement
47	Transition City fleets to vehicles powered by clean, renewable energy sources.	Difficult			✓		●		Local Government Operations
48	Install electric vehicle charging stations with funding from state and federal resources.	Medium		✓					Local Government Operations
49	Encourage alternatives to agency employees' use of single-occupancy vehicles by providing bicycle racks, preferential parking permits for carpools and vanpools, commuter information, and other incentives.	Medium		✓			●		Local Government Operations
50	Conduct audits and regularly monitor the effectiveness of City and County energy efficiency implementation measures and adapt them to meet targets.	Medium				✓			Local Government Operations
51	Convert street lighting, water pumping, water treatment, and other energy-intensive operations to more efficient technologies.	Difficult			✓				Local Government Operations
52	Ensure that new municipal or substantially-renovated municipal facilities incorporate cost-effective strategies for reducing greenhouse gas emissions, conserving energy and water, and utilizing sustainable construction practices.	Medium		✓					Local Government Operations

No.	Implementing Actions	Degree of Difficulty	Short Term (1-2 Years)	Mid Term (3-4 Years)	Long Term (5+ Years)	Ongoing	Opportunity for Regional Collaboration	Notes	Category
53	Consider carbon emissions from the production, transportation, use, and disposal of goods as a criterion for City purchasing decisions.	Easy				✓			Local Government Operations
54	Establish a comprehensive, user-friendly recycling program that involves all City departments and facilities. Recover 70 to 85 percent of all waste generated in City operations.	Medium	✓						Local Government Operations
55	Install renewable energy systems at City facilities.	Medium				✓			Local Government Operations
56	Review and update the implementation actions recommended by the City's Climate Protection Task Force (CPTF) on an annual basis.	Easy	✓						Local Government Operations



Report to the Active
Transportation and Sustainability
Committee
March 3, 2021

Subject: General Plan Climate Action Initiatives and discussion regarding prioritization of short and long term goals – Discussion #2

Prepared By: Preya Nixon, Assistant to the City Manager

BACKGROUND

Chapter 10 (“element”) of the City’s General Plan focuses on Climate Change. The purpose of this Element is to present a framework to help the City respond and plan for climate change. The General Plan defines Climate Change as a “change in the average global climate that may be measured by wind patterns, storms, precipitation, and temperature.”

The Chapter (attached) provides concepts, trends and ideas related to how the City can make changes to combat climate change. A range of policies and implementing actions are outlined below and organized into the following topic areas:

1. Transportation and Mobility;
2. Buildings and Energy;
3. Consumption and Solid Waste;
4. Agriculture, Natural Resources, and Urban Forests;
5. Community Engagement; and
6. Local Government Operations

Staff has organized the 56 implementing actions into a spreadsheet and categorized them by short (1-2 years), mid term (3-5 years), long term (5+ years) and ongoing and has placed a degree of difficulty to each action. Additionally, as this chapter references the importance of regional collaboration, there is a column for opportunities for regional collaboration. The purpose of this exercise is to provide a framework for a timeline on implementing the actions.

To provide a shorter-term view, staff also took the goals listed in short term and created a separate document for year 1 and year 2.

This item was brought to the ATSC in September 2020, and after discussion of the goals, the Committee requested that it be brought back for a second discussion with additional time to provide feedback. Staff is requesting the Active Transportation and Sustainability Committee review this list and provide feedback on the prioritization of the short term and long term goals. Staff anticipates taking the ATSC feedback to a future City Council presentation. A discussion on how to implement these action will occur at a future meeting.