



**City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Wednesday, April 6, 2022 @ 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@cityofstheleena.org

This meeting will be conducted pursuant to the provisions of Government Code Section 54953 (as amended by AB 361) which authorizes teleconferenced meetings under the Brown Act during certain proclaimed States of Emergency. The Governor of California proclaimed a State of Emergency related to COVID-19 on March 4, 2020. This teleconferenced meeting is necessary so that the City can conduct essential business and is permitted under Government Code 54953 in order to protect public health and safety of attendees.

Consistent with Government Code Section 54953, this meeting will be held via teleconference only, and will not be physically open to the public. Board, Commission and Committee members and staff will teleconference into the meeting by audio and/or video. The meeting will be conducted via Zoom Webinar.

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 meetings will be accepted via email to publiccomment@cityofstheleena.org. All public comments must be emailed by two hours prior to the meeting. Emailed public comments will not be read out loud but will be publicly available and attached to the on-line agenda.

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

Please click on the link below to join the ASTC Meeting:

<https://us02web.zoom.us/j/83778562075>

Or One tap mobile :

US: +16699006833,,83778562075# or +13462487799,,83778562075#

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 +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 837 7856 2075

International numbers available: <https://us02web.zoom.us/j/83778562075>

Page

1. CALL TO ORDER

2. ROLL CALL

Committee Chair: Leslie Stanton, Vice Chair: Jeff Farmer

Members: Glenn Smith, Madelyn Chandler, and John Zimmerman

Alternate Members: Terra Sampson, Katherine MacDonnell

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.***

4.1. Update on Vine Trail Alignment Through the City of St. Helena

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 1, 2022 7 - 9

[Active Transportation and Sustainability Committee - 02 Feb 2022 - DRAFT MINUTES](#)

5.2. Special Joint Active Transportation and Sustainability Committee and Parks and Recreation Commission Meeting Minutes of March 2, 2022 11 - 15

[DRAFT MINUTES Special Joint Active Transportation and Sustainability Committee and Parks and Recreation Commission Meeting- 02 Mar 2022](#)

6. SCHEDULED MATTERS:

6.1. Receive Presentation from Schools for Climate Action Recommendation: 17 - 30

Receive presentation and conduct discussion

[Napa S4CA - St. Helena's ATSC Presentation](#)

6.2. Review and Provide Recommendation on Draft Climate Emergency Resolution 31 - 63

[ATSC Staff Report](#)

[2022 DRAFT Climate Emergency Resolution](#)

[Climate Change Chapter - General Plan Update 2040](#)

[City Council Vision and Mission Statement](#)

7. FUTURE AGENDA ITEMS

- Review and approval of Committee governing language

- Discussion and feedback regarding the proposed ban of gas power leaf blowers
- Presentation from Fire Chief John Sorensen regarding vehicular speeding and potential traffic mitigation
- Active Transportation Plan Phase II

8. **ADJOURNMENT**

The next regular Active Transportation Committee meeting is scheduled for May 6, 2022 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 April 1, 2022.

/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>
2. **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.
2. **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.

3. **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 2, 2022 @ 5:00 PM

1. CALL TO ORDER

Chair Stanton called the meeting to order at 5:03 p.m.

2. ROLL CALL

The following were present:

Committee Chair: Leslie Stanton, Vice Chair: Jeff Farmer

Members: Glenn Smith, John Zimmerman

Alternate Members: Terra Sampson, Katherine MacDonnell

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

Mark Prestwich, City Manager

Cindy Tzaopoulos, City Clerk

Member Maddie Chandler was excused.

3. PUBLIC FORUM:

No public comment was received.

4. REPORTS BY STAFF AND COMMITTEE:

4.1. Public Works Update

Updates by both staff and committee members were given.

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 1, 2021.

[Active Transportation and Sustainability Committee - 01 Dec 2021 - DRAFT MINUTES](#)

A motion was made by member Smith and seconded by member Farmer to approve the minutes for the Special meeting held on December 1, 2021.

The motion passed.

6. SCHEDULED MATTERS:

- 6.1. Designation of an ATSC member to sit on the Blue Zones Built Environment Committee

*Presentation was given by Preya Nixon
Public Comment was taken
Committee discussion was held*

A motion was made by Vice Chair Farmer and seconded by Chair Stanton to designate Glenn Smith to the Blue Zones Built Environment Committee.

*The following roll call vote was made:
Yes: Member Smith, Vice Chair Farmer, Chair Stanton
Abstain: Member Zimmerman
Excused: Member Chandler*

The motion passed.

- 6.2. Annual Brown Act Review by City Clerk-Informational Only
Prepared By: Cindy Tzaopoulos, City Clerk
[2020 Brown Act Training](#)

-

*Presentation was made by City Clerk Cindy Tzaopoulos
Committee discussion was held
Public Comment was opened and closed*

- 6.3. Team Building Discussion
Prepared By: Preya Nixon, Asst. to the City Manager

*Presentation was conducted by Preya Nixon
Committee discussion was held
Public Comment was opened and closed*

- 6.4. Annual Governance Review of Council and Commission Rules and Procedures - not an action item
Prepared By: Mark T. Prestwich, City Manager
[Staff Report](#)

-

*Presentation was made by City Manager Mark Prestwich and Assistant to the City Manager, Preya Nixon
Committee discussion was held
Public Comment was opened and closed*

- 6.5. Review of Institute for Local Government “Attributes of Exceptional Boards” document

-

[Attributes of Exceptional Boards](#)

*Presentation was made by City Manager Mark Prestwich
Committee discussion was held
Public Comment was opened and closed*

7. FUTURE AGENDA ITEMS

- 7.1.
1. Review and approval of Committee governing language
 2. Vine Trail Alignment update and recommendation - March 2, 2022
 3. Presentation from Fire Chief John Sorensen regarding vehicular speeding and potential traffic mitigation
 4. Active Transportation Plan Phase II
 5. Discussion and feedback regarding the proposed ban of gas power leaf blowers

*This item was presented by Preya Nixon, Assistant to the City Manager
Committee discussion was held
Public Comment was opened and closed*

8. ADJOURNMENT

Chair Stanton adjourned the meeting at 6:48 p.m.

The next regular Active Transportation Committee meeting is scheduled for March 2 at 5:00 pm, at a location to be determined.

Approved

Attest

Chair

Preya Nixon,
Assistant to the City Manager



DRAFT MINUTES
City of St. Helena
Special Joint Active Transportation and
Sustainability Committee and Parks and
Recreation Commission Meeting
Wednesday, March 2, 2022 @ 5:00 PM

1. CALL TO ORDER

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

2. ROLL CALL

The following were present:

Active Transportation and Sustainability Committee:

Committee Chair: Leslie Stanton, Vice Chair: Jeff Farmer

Members: Madelyn Chandler, and John Zimmerman

Alternate Members: Terra Sampson, Katherine MacDonnell

City Council Member Liaison: Paul Dohring, Vice Mayor

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

Excused: Glenn Smith

Excused: Maddie Chandler

The following alternate members were designated as voting members:

Terra Sampson and Katherine MacDonnell

Commission Chair: Matt Demchuk, Vice Chair: Tye Taylor

Members: Michelle Deasy, Christopher Warner, and Rebekah Weeman

City Council Member Liaison: Eric Hall, Councilmember

Staff Liaison: Amalia Kulczycki, Interim Parks & Recreation Director

Dan Schaefer, PE from BKF Engineers

Norm Dyer, PE from BKF Engineers

Shawn Casey-White, Executive Director, Napa Valley Vine Trail Coalition

Chuck McMinn, Board President, Napa Valley Vine Trail Coalition

3. PUBLIC FORUM:

Under California law, public comments at special meetings are limited to subjects on the agenda only. Therefore public comment will take place during consideration of the item. Each person's comments shall be limited to 4 minutes.

No public comment was received.

4. SCHEDULED MATTERS:

- 4.1 Discussion and Consideration for a Recommendation on the Vine Trail Alignment through St. Helena
Prepared By: Preya Nixon, Asst. to the City Manager

Presentation was heard from the City, BKF, and the Vine Trail Committee questions and discussion was held

Public Comment was received from the following individuals:

Ana Canales
Jim Gamble
David Walker
Tony Leonardini
Carlotta Sainato, Napa County Bicycle Coalition
Tina Pembrio
Kara Vernor, Napa County Bicycle Coalition
Lauren Blanchard
Tracy McBride
Lee Phillipson
Stephanie Iacobacci
Natalie Mattei, Albertsons
Deacon Wightman

After receiving public comment, additional committee discussion was held.

Following the discussion, a simple choice survey was created and taken by the 10 voting members at the Joint Meeting. This included the original four options plus a new fifth option. This selection process was not intended to produce a ranked choice vote, but rather reflect the clear preferred alignment segments. The fifth option was the following:

- A) Vine Trail comes north to Mitchell and stops B) Vine Trail comes south from Calistoga and stops at Adams or Hunt along Railroad Right-of-Way. C) add a class III/II in between these two segments.

Motion:

A motion was made by Parks and Recreation Commission Member Christopher Warner, to move that the results of the rank order survey be provided as information to the City Council for consideration in connection with the alignment option for the Vine Trail. The motion was seconded by Active Transportation and Sustainability Committee member John Zimmerman.

Roll call vote:

ATSC Chair Leslie Stanton: Yes

ATSC Vice Chair Jeff Farmer: Yes

ATSC Regular Member John Zimmerman: Yes

ATSC Voting alternate Terra Sampson: Yes

ATSC Voting alternate Katie MacDonnell: Yes

Excused: Glenn Smith, ATSC Regular Member

Excused: Maddie Chandler, ATSC Regular Member

PRC Chair Matthew Demchuk: Yes

PRC Vice Chair Tye Taylor: Yes

PRC Member: Michelle Deasy: Yes

PRC Member Rebekah Weeman: Yes

PRC Member Christopher Warner: Yes

	1	2	3	4	5	TOTAL	SCORE
Oak Avenue via Spring Street to Adams	0.00% 0	10.00% 1	30.00% 3	50.00% 5	10.00% 1	10	2.40
Mills Lane, to College Avenue, to Pope Street, to Starr Avenue, to Adams Street	0.00% 0	20.00% 2	0.00% 0	20.00% 2	60.00% 6	10	1.80
Oak Avenue via Mitchell to Adams	10.00% 1	10.00% 1	50.00% 5	30.00% 3	0.00% 0	10	3.00
Along Main Street, Pope and Church Street from Mitchell to Adams	40.00% 4	40.00% 4	20.00% 2	0.00% 0	0.00% 0	10	4.20
A) Vine Trail comes north to Mitchell and stops. B) Vine Trail comes south from Calistoga and stops at Adams or Hunt Along Railroad ROW. C) add a class III/II in between these two segments.	50.00% 5	20.00% 2	0.00% 0	0.00% 0	30.00% 3	10	3.60

[Attachment 1: ATSC.PRC Presentation 2 March 22](#)

[Attachment 2: Staff Report](#)

[Attachment 3: Survey Results Questions 1-5](#)

[Attachment 4: Q6 Additional Feedback - Survey Monkey](#)

[Attachment 5: January 11, 2022 City Council Staff Report on Vine Trail Alignment](#)

[1.Anthony Micheli.Publiccomment](#)

[2.Anthony Micheli2.Publiccomment](#)

[3.Bobbi Monnette.Publiccomment](#)

[4.Chris and Lauren Blanchard.Publiccomment](#)

[5.JamesOrr.Publiccomment](#)

[6.Karen Aldoroty.Publiccomment](#)
[7.Kim Phinney.Publiccomment](#)
[8.Richard Shurtz.Publiccomment](#)
[9.Richard Shurtz2.Publiccomment](#)
[10.Tom Rinaldi.Publiccomment](#)
[11.Ken Stanton.Publiccomment](#)
[12.Jacqueline Hilger-Rolfe.Publiccomment](#)
[13.Jacqueline Hilger-Rolfe2.Publiccomment](#)
[14.JodieNieman.Publiccomment](#)
[15.Tina Perrino.Publiccomment](#)
[16.Deacon and Leslie Wightman .Publiccomment](#)
[17. NCBC.Publiccomment](#)
[18. Ron Arata.Publiccomment](#)
[19. Gisela Campagne .Publiccomment](#)
[20.Stephanie Iacobacci.Publiccomment](#)
[21.Nancy Tennyson.Publiccomment](#)
[22.Mark Anisman.Publiccomment](#)
[23.Mark Triska.Publiccomment](#)
[24.Elaine Honig.Publiccomment](#)
[25.Lorraine Barker.Publiccomment](#)
[26.Catherine Courage.Publiccomment](#)
[27.Brad Lee.Publiccomment](#)
[28.Pam Smithers.Publiccomment](#)
[29.Jay K. Smith.Publiccomment](#)
[30.Matthew Kulczycki.Publiccomment](#)
[31.Paul Wagner.Publiccomment](#)
[32.Holly Ong.Publiccomment](#)
[33.Dave and Karen Taylor.Publiccomment](#)
[34.Annette Smith.Publiccomment](#)
[35.Joseph Pramuk.Publiccomment](#)
[36.Gerardo Capiel.Publiccomment](#)
[37.Safeway.Publiccomment](#)
[38.Jay Greene.Publiccomment](#)
[39.Terry Tracy.Publiccomment](#)
[40.Samantha Smith.Publiccomment](#)
[41.Julie Herdell .Publiccomment](#)
[42.Myrna David .Publiccomment](#)
[43.Donald Hanson.Publiccomment](#)
[44.Ride Napa Valley.Publiccomment](#)
[45.Christopher Cole.Publiccomment](#)
[46.Susette C Stickel-Rufer.Publiccomment](#)
[47.Alan Johnson.Publiccomment](#)
[48.Matthew Cook.Publiccomment](#)
[49.Vivian L Robison.Publiccomment](#)
[50.Charlie Crocker.Publiccomment](#)
[51.Deborah Magowan.Publiccomment](#)
[JOINT MOTION FROM THE ATSC/PRC](#)

ADJOURNMENT

Chair Stanton adjourned the meeting at 8:38 p.m.

The next regular Active Transportation Committee meeting is scheduled for April 6, 2022 at 5:00 pm at a location to be determined.

Approved

Attest

Chair-ATSC

Preya Nixon,
Assistant to the City Manager

Approved

Attest

Chair-PRC

Amalia Kulczycki,
Interim Parks and Recreation
Director

DRAFT



Napa Schools for Climate Action

Active Transportation and Sustainability Committee

Emily Bit and Alisa Karesh

Who are we?



Emily Bit

Senior – American
Canyon High School



Alisa Karesh

Senior – Napa High
School





Introduction

What is Napa Schools for Climate Action?

- Composed of students, teachers, local leaders, and concerned citizens
- Working towards a goal of reducing Napa County's emissions to net zero by or before 2030



No more gas stations in American Canyon

Pierre R. Washington Jun 23, 2021 Updated Jun 25, 2021



Napa Valley city considering ban

Joining Petaluma, the city of American Canyon is considering its own restriction on new gas stations. On Feb. 2, the city council conducted a workshop to discuss whether to impose a moratorium on new fuel stations.

American Canyon High School junior Alisa Karesh is in favor of the fuel station moratorium. "Cleaner energy is the key to the sustainable future we hope to have," Napa High School junior Alisa Karesh said.

"As a citizen, I always want what's best for the town and the citizens who reside in it," she told the City Council during the Zoom meeting. "Inviting toxic fumes and waste is not what's best, by any means."

Business Journal

Executive order directs state to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles

High school students involved with the group Napa Schools for Climate Action have been vocal.

"Cleaner energy is the key to the sustainable future we hope to have," Napa High School junior Alisa Karesh said.

Fossil Free Future

emphasis on gas-powered cars. "By the time we'll be college graduates and by the time we'll be old enough to fill your positions, it will be too late," Karesh told council members.

"By the time we'll be college graduates and by the time we'll be old enough to fill your positions, it will be too late," Karesh told council members.

Business

American Canyon temporarily puts brakes on new gas stations

Barry Eberling Mar 9, 2021 Updated Jun 30, 2021

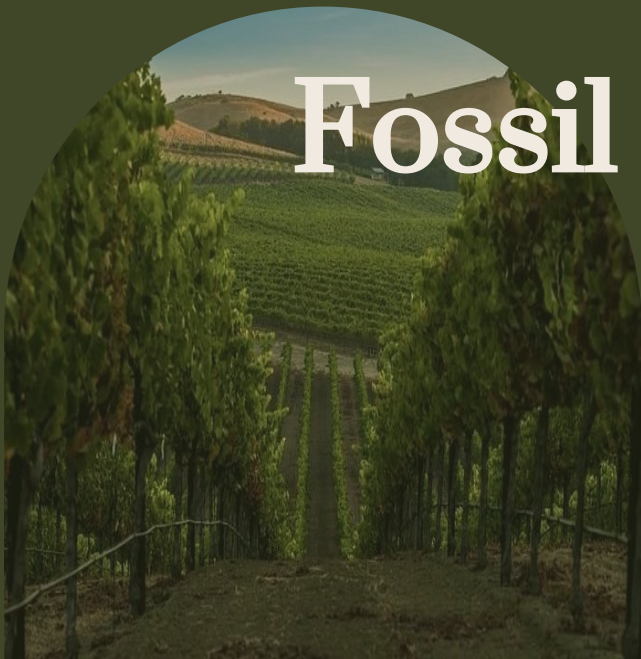
American Canyon

American Canyon considers temporary moratorium on new gas stations

Barry Eberling Feb 8, 2021 Updated Jun 23, 2021



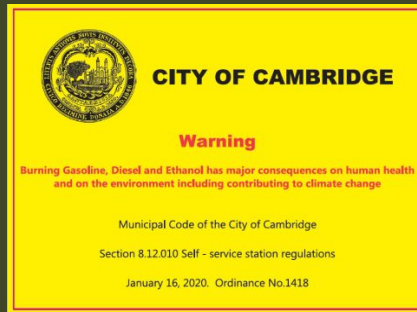




Fossil Free Future



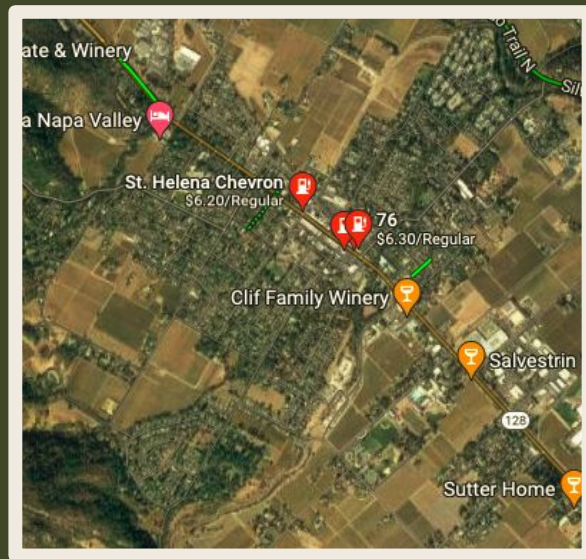
- Warning stickers on gas pumps
 - Cambridge, Massachusetts is the first U.S. city to mandate the placing of stickers on fuel pumps



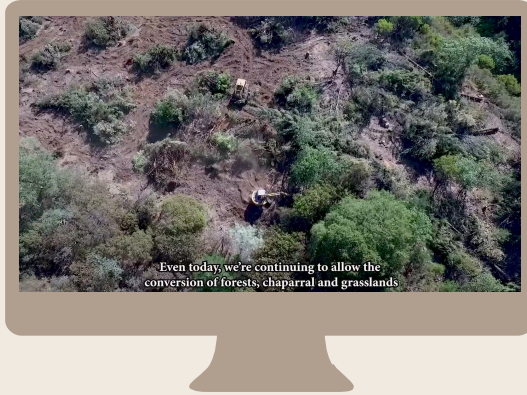


Fossil Free Future

- Any city, no matter the size, can benefit from a permanent ban since it will be effective in the long run
 - Change of elected officials/leadership
 - Land conversion
 - Establishing a stance that encourages other cities to do the same
 - St. Helena rakes in tourists from all around the world – spreading the message to different parts of the globe



S4CA Assisted Production



*Are we losing faster than we are
gaining?*



The Resolution

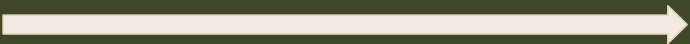


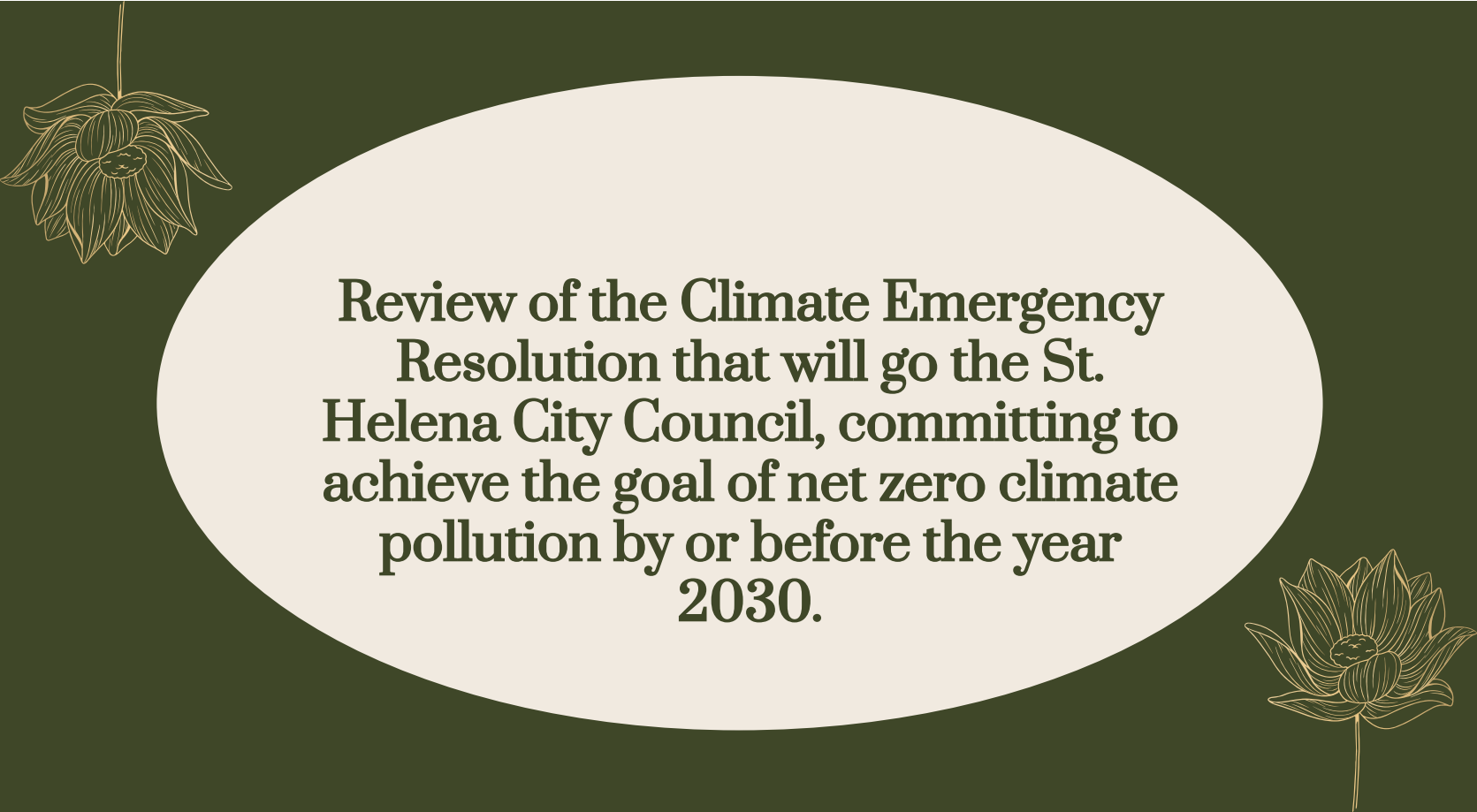
- Climate Emergency Resolutions are important in:
 - Establishing a stance on climate change
 - Uniting the community
 - Bringing awareness to the climate crisis
 - Keeping the city on track in terms of climate conscious development, interactions/relationships, etc.



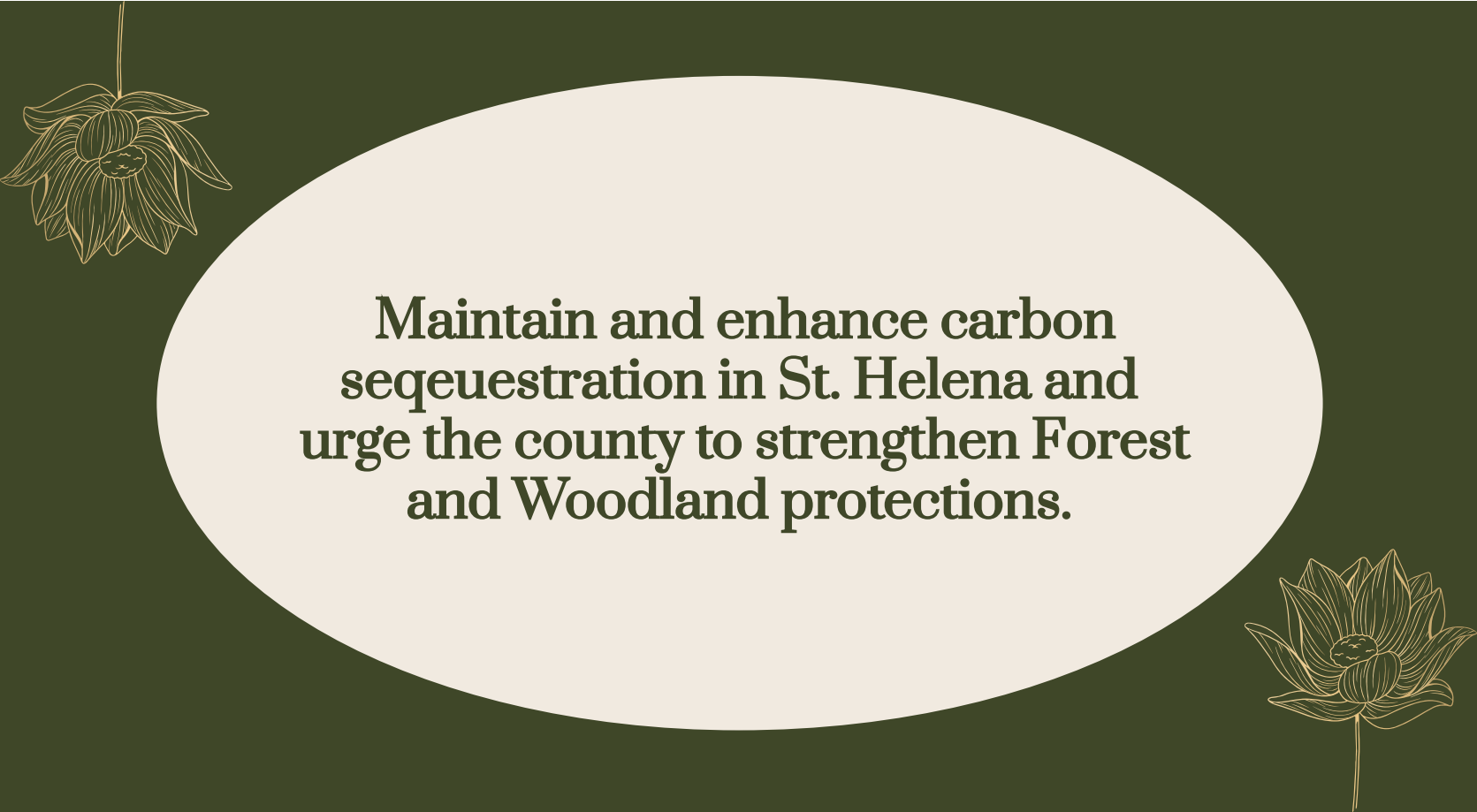
Our Asks

Essential steps
towards a brighter
future.





**Review of the Climate Emergency
Resolution that will go the St.
Helena City Council, committing to
achieve the goal of net zero climate
pollution by or before the year
2030.**



**Maintain and enhance carbon
sequestration in St. Helena and
urge the county to strengthen Forest
and Woodland protections.**

**Consider any of our Fossil Free
Future related proposals.**





Thank you for your time!

emily.bit04@nvusd.org
alisa.karesh04@nvusd.org



@napas4ca



Staff Report to the Active Transportation and Sustainability Committee

Staff Report

SUBJECT: Review and Recommendation on Draft Climate Emergency Resolution

PREPARED BY: Preya Nixon, Assistant to the City Manager

BACKGROUND:

The Mission of Active Transportation and Sustainability Committee (ATSC) is “to engage in the process of information sharing, stakeholder engagement, public input and consensus building in order to provide viable option and creative solutions to transportation and sustainability issues to the City of St. Helena City Council.”

The City Council's Vision and Mission Statement (attached) state a commitment to sustainability. Additionally, Goal 5 on the City Council's Adopted Workplan is to “Support Initiatives That Respond to and Plan for Climate Change”. The ATSC has acted in its capacity as an advisory body to make recommendations on this goal to the City Council and will continue to do so based on planned committee agenda items.

DISCUSSION:

The ATSC has reviewed and made recommendations on policies and programs that support initiatives that respond to and plan for climate change. Most recently, the committee provided policy recommendations on Integrated Pest Management and supported the expansion of the Redwood Forest. The Committee has also reviewed and provided recommendations on City's General Plan Climate Action Chapter. This feedback was shared with the City Council at the February 22, 2022 City Council meeting.

Attached is a draft resolution Declaring a Climate Emergency. This draft resolution would declare a climate emergency and further commit the City of St. Helena to taking steps to address climate change. The purpose of this item is to have the ATSC review the draft resolution and make a recommendation that would go to the City Council on the April 12, 2022 Regular City Council Meeting for consideration and adoption of the proposed Resolution.

The following documents are attached to this item for background information:

- Chapter 10 of the General Plan on Climate Change
- The City Council's Vision and Mission Statement
- Draft Resolution

Requested Action from Active Transportation and Sustainability Committee and Parks and Recreation Commission:

Review and Provide a Recommendation on the Draft Climate Emergency Resolution.

RESOLUTION NO. 2022-**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ST. HELENA , COUNTY OF NAPA, STATE OF CALIFORNIA, DECLARING A CLIMATE EMERGENCY**

WHEREAS, there is broad scientific consensus that climate change caused by human activity represents a growing danger to human health, safety, and economic prosperity, and that the window of opportunity for long term climate preservation is rapidly closing; and

WHEREAS, 195 countries have signed the "Paris Agreement" acknowledging the threat of climate change and the urgent need to combat it, agreeing to keep global mean temperature "well below 2°C above pre-industrial levels" and to "pursue efforts to limit temperature increase to 1.5°C;" and

WHEREAS, the 2018 Intergovernmental Panel on Climate Change (IPCC) report, "Global Warming of 1.5°C," affirmed that "Limiting global warming to 1.5°C would require rapid, far-reaching and unprecedented changes in all aspects of society," and further projected that the earth could reach and exceed this temperature threshold as soon as 2030, far earlier than previously anticipated; and

WHEREAS, the 2018 US government report, "Fourth National Climate Assessment," detailed the massive threat to the American economy posed by climate change and underscored the need for immediate climate emergency action at all levels of government; and

WHEREAS, California, Napa County and their residents, economy, and environment have already experienced dramatic adverse effects from climate change, including prolonged wildfire seasons, firestorms, rising temperatures, mudslides, severe droughts, property destruction, damage to infrastructure, and loss of life; and

WHEREAS, climate breakdown, while endangering all people, disproportionately impacts the young and the most vulnerable, exacerbating existing social justice and other inequities.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL THE CITY OF ST. HELENA DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

1. That a climate emergency exists, and that it threatens our city, region, state, nation, and the natural world.
2. That the scientific evidence indicates that an urgent global climate mobilization effort to reverse global warming is needed as quickly as possible towards zero net emissions with a goal by 2030 and that the City of St. Helena shall commit to evaluating all planning and policy decisions through the lens of this pledge and the most current scientific evidence, and to implement both immediate and sustained actions in support of its achievement.
3. That the St. Helena City Council, recognizing the need for full community participation and support, commits to providing leadership and services (i.e. staff and resources) in working with community organizations, businesses, schools, and regional partners and jurisdictions to educate, mobilize, expand, and accelerate local, regional and statewide support for comprehensive, immediate, and sustained action to achieve its goal of net zero climate pollution by 2030.
4. That the City of St. Helena will look to the City's General Plan for guidance on climate goals and practices that support the provisions herein.

PASSED, APPROVED AND ADOPTED this ____ day of ____ 2022. I, _____, **CITY CLERK OF THE CITY OF ST. HELENA, HEREBY CERTIFY** the foregoing resolution was introduced and passed at a regular meeting of the _____ City Council by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

DRAFT



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.

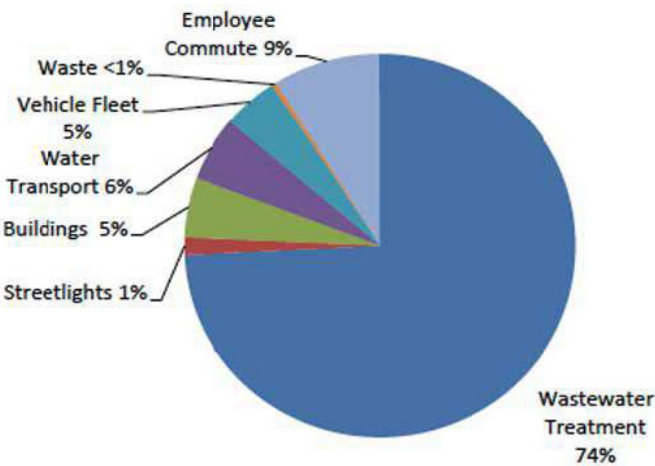
10 climate change



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.

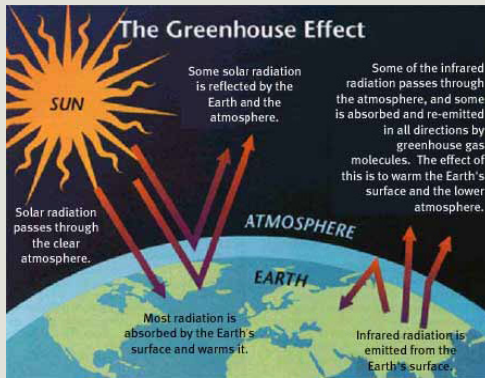
In 2006, the Governor signed The Global Warming Solutions Act into law to do just that. Often referred to as Assembly Bill 32 (AB 32), the Global Warming Solutions Act requires the State of California to reduce greenhouse gas emissions (GHG) to 1990 levels no later than 2020. In recent years, the State 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.

10 climate change

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.

10 climate change



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.

10 climate change



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.

10 climate change



- 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.

10 climate change

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.

10 climate change

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.

10 climate change

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.

10 climate change

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.

City of St. Helena

Council Vision

St. Helena strives to be a diverse, inclusive, family-friendly, economically and environmentally sustainable community which prudently manages all of its resources, continues to improve its infrastructure, ensures its water security, provides a full range of housing, business, cultural and recreational opportunities and cherishes its historic, small-town character, beautiful natural environment and high quality of life.

Council Mission

The City of St. Helena is dedicated to serving its citizens by:

- Promoting a culture of equity, diversity and inclusion
- Supporting thriving families and ensuring the health and wellbeing of our youth
- Ensuring our long-term economic sustainability and focusing on new and diverse sources of revenue
- Preventing, preparing for, and mitigating fire and other local emergencies
- Improving and maintaining City infrastructure
- Updating our water management policies to ensure an adequate water supply
- Responding innovatively to climate change challenges and adopting environmentally sustainable best practices
- Preserving our historic, small-town, rural character
- Expanding recreational, active transportation and cultural opportunities
- Facilitating innovative, well-designed housing for residents of all backgrounds, ages and income levels
- Encouraging full civic participation and ongoing communication
- Strengthening regional collaboration with other public entities and building partnerships with local service providers and stakeholders

Vision and Mission Statements adopted by the City of St. Helena City Council on May 11, 2021, Resolution No. 2021-62.

CITY OF ST. HELENA

RESOLUTION NO. 2021-62

**Resolution rescinding resolution 2016-47 and adopting the
City of St. Helena's new Council Vision and Council Mission**

RECITALS

- A. On February 22, 2000 the City Council adopted resolution 2000-28 approving the current mission statement which is: *"We will conduct city affairs on behalf of our citizens using an open and creative process"*; and
- B. On April 12, 2016, the City Council approved resolution 2016-47 approving the City's new Vision and Mission Statements; and
- C. At the March 4, 2021 Goal Setting special City Council meeting Vice Mayor Dohring and Council Member Hall agreed to collaborate on bringing forward a new vision and mission statement for the community; and
- D. The new Council vision for the City of St. Helena is:

St. Helena strives to be a diverse, inclusive, family-friendly, economically and environmentally sustainable community which prudently manages all of its resources, continues to improve its infrastructure, ensures its water security, provides a full range of housing, business, cultural and recreational opportunities and cherishes its historic, small-town character, beautiful natural environment and high quality of life.

- E. The new Council Mission for the City of St. Helena is:

The City of St. Helena is dedicated to serving its citizens by:

- Promoting a culture of equity, diversity and inclusion
- Supporting thriving families and ensuring the health and wellbeing of our youth
- Ensuring our long-term economic sustainability and focusing on new and diverse sources of revenue
- Preventing, preparing for, and mitigating fire and other local emergencies
- Improving and maintaining City infrastructure
- Updating our water management policies to ensure an adequate water supply
- Responding innovatively to climate change challenges and adopting environmentally sustainable best practices
- Preserving our historic, small-town, rural character

- Expanding recreational, active transportation and cultural opportunities
- Facilitating innovative, well-designed housing for residents of all backgrounds, ages and income levels
- Encouraging full civic participation and ongoing communication
- Strengthening regional collaboration with other public entities and building partnerships with local service providers and stakeholders

RESOLUTION

Now, therefore, the City Council of the City of St. Helena resolves as follows:

1. The City Council rescinds resolution 2016-47; and
2. The City Council adopts the new Council vision and Council mission.

Approved at a Regular Meeting of the St. Helena City Council on May 11, 2021, by the following vote:

Mayor Geoff Ellsworth: Yes

Vice Mayor Paul Dohring: Yes

Council Member Anna Chouteau: Yes

Council Member Lester Hardy: Yes

Council Member Eric Hall: Yes

APPROVED:


Geoff Ellsworth, Mayor

ATTEST:


Cindy Tzafopoulos, City Clerk

