



**City of St. Helena
Active Transportation and Sustainability
Committee
Regular Meeting
Public Works Conference Room, 1572
Railroad Ave., St. Helena
Wednesday, May 1, 2019 @ 5:00**

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 Tobias Barr at tbarr@cityofsthelena.org

Page

1. CALL TO ORDER
2. ROLL CALL
Committee Chair: Pam Smithers
Vice Chair: Glenn Smith
Members: Jeff Farmer, Tom Vence, Denise Henquet Sprengers, Erin Dempsey
City Council Member Liaison: Geoff Ellsworth
Staff Liaison: Tobias Barr, Public Works Project 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 three 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 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 April 3, 2019 3 - 5
[4-3-2019 Regular Meeting](#)
6. SCHEDULED MATTERS:
 - 6.1. Final Review and Approval of Climate Action Directives (20 min) 7 - 28

CEQA Determination: Not a CEQA project
[Report to City Council on CAD measures April 2019 Final Draft](#)

- 6.2. Review of proposed 2019 Work Plan to determine individual committee members areas of responsibility (30 min)

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[ATSC 2019 Work Plan Assignments](#)

- 6.3. Review 2019-2020 Street Rehabilitation (paving) projects for bicycle improvements (30 min)

7. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for June 5 at 5:00 pm, Public Works Conference Room, 1572 Railroad Avenue, St. Helena.

This agenda was posted at City Hall, 1480 Main Street on April 26, 2019.

Tobias Barr, Public Works Project 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.

Committee Members:

Pam Smithers - Chair
Glenn Smith- Vice Chair
Member – Jeff Farmer
Member – Tom Vence
Member- Denise Henquet Sprengers
Alternate Member – Erin Dempsey
Alternate Member - Vacant
City Council Member Liaison – Geoff Ellsworth

MINUTES

ST. HELENA ACTIVE TRANSPORTATION & SUSTAINABILITY COMMITTEE

**Public Works Conference Room
1572 Railroad Avenue, St. Helena
Regular Meeting, Wednesday April 3, 2019 at 5:00 PM**

1. CALL TO ORDER @5:00 PM

2. ROLL CALL

Present: Jeff Farmer, Pam Smithers, Tom Vence, Glenn Smith, Denise Henquet Springers, Erin Dempsey
(arrived at 5:30)

Council Member Liaison: Geoff Ellsworth

Staff Present: Tobias Barr

Other: David Knudson-City Council Member

3. PUBLIC FORUM:

David Knudson, City Council Liaison for the Parks & Recreation Committee spoke about the Parks & Recreation Committee's goal of providing additional trails, walking paths and connectivity and will be forming a subcommittee on the subject. David requested that the ATSC considering a agenda item to discuss further. The committee and staff liaison Tobias Barr suggested that there should be a joint-subcommittee meeting.

4. REPORTS BY STAFF AND COMMITTEE:

5. CONSENT CALENDAR

5.1 Approval of the meeting minutes from March 6, 2019 Regular Meeting.

The update to the draft minutes were regarding the work plan and included the addition of information sharing, CADs that could be implemented immediately and, Bee Keeping Collective.

The amended minutes were approved 4-0. Jeff Farmer motioned and Tom Vence provided a 2nd.

6. SCHEDULED MATTERS

6.1 Report on City Council Direction from March 26 City Council Meeting

Pam provided an update on the activity at City Council. The City Council didn't provide much feedback on the goals and rather focused on the CAD work that Pam brought to their attention. Pam requested that City Council authorize continued work on the CADs. Council agreed and asked the committee to return with CADs as a discussion with the intent of completing the CADs, and come back to City Council with ideas and timelines to implement the CADs. The committee agreed that we need to sequence and prioritize the work plan and make the CAD document more reader friendly by create lists and including less

6.2 Report on March 15, 2019 meeting with MCE discussing MCE Programs

Tom provided a summary of the meeting. The main subject was EV adoption and barriers including too expensive, unable to charge away from home and unable to charge at home. MCE is focusing on multifamily adoption. This was concern because St. Helena doesn't have much multifamily charging. We asked about incentives and programs that could benefit St. Helena, such as a custom programs, but MCE doesn't currently offer. They did offer to help us develop a promotional program to support the Deep Green program. Generally the committee was concerned that MCE program were not catered to rural towns such as St. Helena. The committee agreed that this could be a future agenda item. Glenn Smith suggested we speak to the MCE board member who represents Napa County to speak about our concerns on their community programs not fitting St. Helena and provide a list of programs we want to see. The committee agreed to make this a future agenda item for further discussion.

6.3 Discussion of Draft Water, Wastewater and Environmental Stewardship CADs

The committee discussed the action in the proposed Water, Wastewater and Stormwater, Carbon Sequestration and Community Engagement initiatives. The committee discussed the initiatives line by line. The following comments/changes were discussed and made:

- Jeff had the idea to provide subsidies to suppliers (retailers) so new products (such as low flow faucets) are less expensive at the store as an innovative improvement for incentives for water efficiency.
- David Knudson wanted the City to evaluate ways to incentivize folks with old fixtures at Vineyard Valley solving the issues of ineligibility due to master meter at that property.
- Pam brought up including rain water capture and Geoff suggested graywater incentives. Rain barrels are currently eligible for a rebate and graywater will be added to narrative related to incentive.
- Under WWS-3 spell out I&I. Also spell out FOG and SSO.
- Under the wastewater and stormwater initiatives the committee discussed the issue that many of the initiatives listed would not have clear GHG reduction impacts but are rather environmentally beneficial. The committee discussed this and determined that for now, all initiatives could be included on the list of CADs in order to create a catch all of all the activities the City is doing or considering doing.
- Objective WWS-3 title would be changed to Municipal Water Infrastructure Management
- Under CS-1B and CS1-C favor drought resistance none invasive trees.
- Remove the last two measures under CS-1
- Add a policy for urban forest replanting based on citywide tree inventory.

The committee determined that the all CADs should be put into a single document that will be looked at for approval at the next regular meeting. Tom Vance agreed to draft an introduction.

6.4 Review of Transportation CAD and Approval of Energy Efficiency and Renewable Energy CAD

This item was not discussed.

6.5 Approval of Letter to City Council Regarding St. Helena Post Office Access Issues

The committee review the letter and Glenn Smith provided some specific edits. Tobias inquired on why the letter needed to go to City Council and if anyone on the committee had reached out to the Post Office directly. The committee agreed that it would be beneficial to reach out directly to the Post Master prior to elevating the access issues to City Council. Glenn and Jeff would get together to meet with the post master and deliver the letter directly to the post master.

6.6 SHINE Newsletter Topic Ideas.

This was not discussed due to time limitations.

7. ADJOURNMENT:

The meeting was adjourned at 7:15 by the Chair.

The next regular Active Transportation Committee and Sustainability meeting is scheduled for April 3, 2019 at 5:00 pm at the Public Works Department, 1572 Railroad Avenue.

APPROVED:

ATTEST:

Chair, Pam Smithers

Tobias Barr, Staff Liaison

ACTIVE TRANSPORTATION AND
SUSTAINABILITY COMMITTEE
(ATSC)

Draft REPORT TO CITY COUNCIL ON
CLIMATE ACTION DIRECTIVES (CADs)

May 1, 2019

We would like to thank the St. Helena City Council for their “commitment to environmental stewardship and public health” in their goal setting actions for 2019 (and 2018).

CLIMATE ACTION PLAN (CAP) VS CLIMATE ACTION DIRECTIVES – TOOLS

One of the main tools used by governments to affect their commitment to playing a role in reducing the impacts of climate change is to incorporate actions to lessen their city’s direct impact on the environment through the adoption of a **Climate Action Plan (CAP)**. CAPs are comprehensive roadmaps that outline specific activities a city, county or agency should undertake to reduce greenhouse gas (GHG) emissions. A CAP is scoped to satisfy state guidelines and looks at major areas of interest in a community such as energy and transportation, using accepted algorithms, lifecycle analysis and other tools to develop an inventory of GHG emissions. Implementation strategies are then developed to reduce GHG emissions to prescribed, often history benchmark levels (i.e. 20% below 1990 levels). In most cases a CAP requires an effort that includes an experienced consulting firm working with the target government staff to create acceptable methodologies for GHG inventory and reductions, and may take several years to complete.

Based on City Council direction in February 2018, the Committee reviewed several existing local (i.e. Napa County) CAPs in detail and developed the following **Climate Action Directives (CAD)**. This CAD is meant to serve as a first step in preparation for a Climate Action Plan and includes individual actions which can be immediately implemented. The plan does not include a GHG inventory or reduction quantifications, but suggests actions that will likely result in GHG reductions or other environmental or quality-of-life benefits for residents and visitors in St. Helena. The CADs are organized into categories of Transportation, Energy Efficiency and Renewable Energy, Water, Wastewater and Stormwater, Carbon Sequestration, and Community Engagement and Advocacy—categories normally seen in CAPs. Additionally, the Active Transportation and Sustainability Committee, after some debate, determined that forward looking actions should be included for consideration. For example, the committee’s extensive review of Napa County’s Draft CAP and Calistoga’s adopted Final CAP found that no actions addressing emerging technology innovations or innovative business models such as shared economy transportation models (on-demand ridesharing, car/bike sharing) or emerging automated (self-driving) vehicle technologies. The committee determined that since these technologies and business models could have significant impacts to GHG emissions as well as to traffic congestion, safety, and quality of life in St. Helena, they should be considered. Further, the committee determined it would likely be beneficial to establish the City of St. Helena as a regional leader in policy and planning in these areas.

BACKGROUND ON RELATED KEY LEGISLATION

The state of California has taken the lead nationally in addressing the reduction of greenhouse gas emissions. The key legislation driving CAPs are AB 32, SB 375 and California Environmental Quality Act (CEQA). The California Global Warming Solutions Act of 2006 (“**AB 32**”) requires that GHG’s emitted in California are reduced to 1990 levels by the year 2020. AB 32 defines GHG’s to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluorides. The Sustainable Communities and Climate Protection Act of 2008 (“**SB 375**”) was passed to align regional transportation planning efforts, GHG reduction targets, and housing allocations. This legislation addresses the fact that the majority of GHG emissions stem from transportation and encourages allocation of housing to reduce transportation within a community. **CEQA** requires analysis and public disclosure of the environmental impacts of proposed projects. CEQA applies to many projects that require a government approval including impacts to air quality and GHG emissions.

OBJECTIVES OF THE CAD

The purpose of the following CAD is to serve the City through the following:

- Compile a list of actions that can be undertaken immediately to reduce local GHG emissions as well as enhance the quality of life for its citizens (co-benefits)
- Inform revisions to the General Plan
- Put our City in position to address, in the near-term, state and federal legislation that our City will need to comply with in the future
- Place our City in position to apply for grants/funding for a CAP and other sustainable efforts
- Provide initial scope of work for future CAP procurement
- Provide a flexible starting point to accommodate changing needs

The City of St Helena should be congratulated for taking certain steps over the last few years to begin addressing sustainability, climate change, and reductions in greenhouse gas emissions, such as expedited permitting for private home solar installations, planned improvement to sidewalks to encourage walking over vehicle use, installing bicycling lanes, a truck ordinance and a public electric vehicle charging station. The program we propose builds upon the above past efforts by identifying objectives and creating actions (“Measures”) that may be adopted by the City Council and incorporated into City planning policies and ordinances. Many of the strategies in the plan – reducing automobile dependence, promoting renewable energy, increasing energy efficiency, conserving water, and eliminating waste – also provide co-benefits to the community, such as improving air quality and water supplies, lowering energy and water bills, and enhancing St. Helena’s public health and quality of life.

We feel adoption of the attached Objectives and Measures are consistent with the City Council’s 2019

goals and our community's desires. Thank you very much for your consideration.

ATSC - Active Transportation and Sustainability Committee

Pam Smithers, Chairperson

Glenn Smith, Vice Chair

Tom Vence

Jeff Farmer

Denise Henquet Sprengers

Erin Dempsey

Staff Liaison: Tobias Barr, Project Manager, Public Works

City Council Liaison: Geoff Ellsworth

Acknowledgement:

Thank you to the City of Calistoga for their cooperation in allowing the ATSC extensive use of their City's 2014 Climate Action Plan.

Note:

A summary of the following CAD measures is included at the end of this document in Table 1.

List of Acronyms:

CAP= Climate Action Plan

NC = from Napa County 2017 Final Draft CAP

CA = from City of Calistoga 2014 Adopted CAP

Modified CA = Calistoga measure, with wording change

Modified NC = Napa County 2017 Final Draft CAP

GHG = greenhouse gas emissions

ZNE =zero net energy

MCE = Marin Clean Energy

PACE = property assessed clean energy

CALGreen = California Green Building Standards Code

Transportation

The Active Transportation and Sustainability Committee's proposed plan for reducing vehicle emissions involves both increasing vehicle fuel efficiency and reducing vehicle miles traveled (VMT). The plan objectives increase vehicle fuel efficiency by managing traffic and encouraging the use of alternative-fuel vehicles. To reduce VMT, the proposed objectives promote transit, biking, walking, and carpooling options, as well as efficient land use patterns. The City will also buy greener vehicles for its fleet when feasible (CA).

Objective T-1	Maximize Bicycle and Pedestrian trips by promoting a walking and bicycling-friendly community (CA).	Current City Initiative (Y/N blank if unknown)	Estimated Priority (1-4)
• Measure T-1 A	Implement and support a public campaign to reduce vehicle speeding in St Helena. <i>This effort should include increased enforcement of speed limits on all residential streets as well as public outreach and education efforts. Lower vehicle speeds are necessary to make bicycling and walking safer and more attractive as a transportation option.</i>		
• Measure T-1 B	Implement the Bicycle and Pedestrian Plans, including the provision of multi-use paths, bicycle lanes, bicycle and pedestrian routes and crossings (CA). <i>The 2012 Bicycle Plan is currently undergoing the 5 year review and will be updated. The countywide Pedestrian Plan was approved in August 2016. All plans are developed to address the needs of all types of bicyclists and pedestrians. Important reasons for increasing bicycle and pedestrian travel include reducing congestion and greenhouse gas emissions due to automobile traffic as well as general public health benefits of active transportation.</i>	Y	
• Measure T-1 C	Direct staff to incorporate elements of the bicycle and pedestrian plans and other active transportation elements into St Helena's five year road improvement plan. <i>With Measure T funds becoming available for pavement improvements, the City of St. Helena has the opportunity to implement bicycle and pedestrian facilities identified in the Bicycle and Pedestrian Plans as roads are resurfaced and improved.</i>		
• Measure T-1 D	Maximize bicycle parking at appropriate locations throughout the community. <i>Direct City Staff to update the City's Municipal Code to</i>		

	<i>include a requirement for one bicycle parking space for every 10 motor vehicles spaces associated with new non-residential projects and for every three dwelling units in new multi-family residential projects. Coordinate the installation of bicycle racks and parking with the VINE bus service to encourage “bike-to-bus” transportation. Install adequate bike parking at City Parks and Facilities. Make bicycle parking apparatus available in City Right-of-Way to businesses which request bicycle parking.</i>		
• Measure T-1 E	Promote walking by providing more resting places in strategic areas of the City. <i>Identify strategic areas in the City’s Right-of-Way to install benches for walkers to sit and rest. Providing benches as resting areas lowers fatigue and will enable more residents and visitors to replace vehicle trips with walking trips. The City can develop a program where a sitting bench can be requested by the public and if location meets the program requirements, the Public Works Department can install a bench.</i>		
• Measure T-1 F	Improve Bicycle and Pedestrian Crossings along HWY 29 and other busy intersections. <i>The City will work with Caltrans and other stakeholders to improve crossings for bicycles and pedestrians along HWY 29 and other areas of the City as appropriate.</i>		
• Measure T-1 G	Utilize signage, education, outreach, technology and community resources to implement strategies to encourage “park-and-walk” in St. Helena. <i>The City will utilize SHINE newsletter, social media, and Chamber of Commerce to promote park and walk with visitors and residents. Strategy will include strategic development of parking with clear signage for the public and utilize publicity on benefits of walking. Utilizing tools, such as creating a walking tour of the downtown utilizing Historical Society landmarks will be considered as strategies to encourage park and walk activities.</i>		
• Measure T-1 H	Implement City programs to encourage sidewalk and walking plan improvements to reduce VMT (for ex: Tree Tunnel walking path). <i>The City will implement plans such as the ADA Transition Plan and Pedestrian Plan to continually improve pedestrian pathways in the City. The City will evaluate implementing cost share and other strategies to improve sidewalk and walking paths that are in the jurisdiction of private parcels</i>		

	<i>to encourage sidewalk and walking path improvements.</i>		
• Measure T-1 I	Participate in the planning and development of the Vine Trail St. Helena segment. <i>The City will actively participate in the development of the Vine Train planning for the St. Helena segment in order to optimize the route for residents and visitors, to reduce vehicle trips and traffic, and insure compliance with local laws.</i>	Y	
• Measure T-1 J	Enforce the City's Truck Ordinance. <i>Keeping truck traffic off residential streets reduces traffic and stress on pedestrians and bicyclists.</i>		
Objective T-2	Maximize and support the use of local and regional transit service, car and van pooling (CA).		
• Measure T-2 A	Encourage and support efforts by Napa Valley Transportation Authority to provide convenient, comfortable and affordable transit to and within St Helena and the region (CA). <i>Providing frequent and comfortable bus transit service reduces personal vehicle use. Covered and well-lit bus stops that included solar powered charging for mobile devices provide a comfortable and more secure experience for transit users. The County's fixed-route bus system (VINE) provides daily transit service from stops in St. Helena to locations throughout the county, as well as connections to transit in Solano County, Bay Area Rapid Transit (BART) and the San Francisco Ferry.</i>	Y	
• Measure T-2 B	Encourage local employers to promote public transit use, car and van pooling, within their organizations. <i>By providing tools, education and outreach to local employers, the City can encourage employers to promote transit and pooling activities to reduce vehicle trips and peak traffic congestion.</i>		
• Measure T-2 C	Foster the creation of commuter rail service on the Napa Wine Train right-of-way. <i>Recently (2018) the Wine Train has released information that they are evaluating offering commuter rail service. Direct staff to pursue discussions with Napa Wine Train</i>		

	<i>regarding commute service from Napa to locations Up Valley, in balance with St. Helena's small town character.</i>		
• Measure T-2 D	Evaluate feasibility of utilizing VINE bus and shuttle resources to accommodate school transportation needs. <i>In order to decrease single vehicle trips from students and parents in St. Helena the City should encourage St. Helena Unified School District and VINE transit to pool transit resources and develop a plan to reduce vehicular trips by parents and students to and from school.</i>		
• Measure T-2 E	Promote ridesharing and car and van pooling in the community. When ridesharing reduces VMT, the City will consider taking an active role in the promotion of such activities or mobile applications that promote ridesharing activities. This could include outreach and education.		
Objective T-3	Enforce policies and promote activities that minimize single-person vehicle usage by employees (CA).		
• Measure T-3 A	Develop Comprehensive Transportation Plan for large commercial developments <i>Require proposed projects that will have a large number of employees to submit a comprehensive plan detailing actions to reduce single-person vehicle usage by employees. Such actions may include providing bicycles for commuting, covered bicycle parking, showers and/or lockers, carpool coordination and shuttles to locations where concentrations of employees reside. Ensure implementation of the plan through a condition of approval or mitigation measure (CA).</i>		
Objective T-4	Minimize personal vehicle usage by residents and visitors within the community (CA).		
• Measure T-4-A	Encourage the utilization of shuttle services for visitors and promote the use of the St. Helena VINE Shuttle for visitors and residents. <i>The VINE started an on-demand shuttle bus service for St. Helena that allows door-to-door rides during normal operating hours. The City will promote these services by outreach and education efforts in the SHINE newsletter and social media.</i>		
• Measure T-4-B	Promote innovative transportation models (ridesharing and on-demand ride services) and innovative goods and service models (e-commerce) that reduce vehicle trips and emissions. <i>Ridesharing, on-demand ride services, e-commerce delivery services offer alternatives to personal vehicles for shopping</i>		

	<i>and travel. The City will need to stay abreast of research that compares emissions and congestion from these services to personal vehicles and incorporate the results in the CAP. The City can then take a role in promoting those which align with the CAP and discourage those that do not.</i>		
• Measure T-4 C	Support community gardens, farmers markets, “buy local” campaigns (CA) and encourage community events to be centrally located to reduce across town trips and VMT.		
• Measure T-4 D	Support the provision of resident-serving brick and mortar businesses including legacy businesses. Evaluate and consider incentives businesses which serve the local community. <i>Approving land use entitlements for resident-serving uses would minimize the VMT associated with trips outside the community.</i>		
• Measure T-4-E	Encourage local visitor accommodations to provide bicycles and require they provide bicycle safety and etiquette training to visitors (CA).		
Objective T-5	Promote opportunities to house local workers to minimize commuting (CA).		
• Measure T-5 A	Promote housing types that are desirable to local workers, including multi story, single unit infill (modified CA). <i>Housing local workers within-in St. Helena avoids VMT and emissions associated with commuting. Developing local housing for workers in the hospitality, service, agriculture, public sector and wine industries will reduce these emissions.</i>		
• Objective T-6	Encourage compact development (CA).		
• Measure T-6 A	Maintain a compact downtown (CA). <i>The City’s compact downtown encourages visitors and residents to one-stop-shop; that is, park and then walk between shops rather than drive from one destination to the next. Allowing wine tasting rooms in the downtown reduces VMT by avoiding the need to drive to distant locations (CA).</i>		
• Measure T-6 B	Discourage new commercial or winery development which will increase VMT in residential areas.		
Objective T-7	Minimize fuel use and emissions in the local transportation system (CA).		
• Measure T-7 A	Encourage Caltrans to monitor and adjust traffic controls as needed to minimize idling while in the City limits (CA).		
• Measure T-7 B	Establish a policy to minimize emissions related to idling		

	for City and commercial vehicles operating in St. Helena (modified CA).		
• Objective T-8	Provide support facilities and policies to encourage the adoption of electric vehicles (modified CA).		
• Measure T-8 A	Increase the supply of electric vehicle charging stations, including stations for City employees (modified CA). <i>The current lack of accessible charging stations is a significant barrier to the widespread adoption of electric vehicles (CA).</i>		
• Measure T-8 B	Purchase or lease City-owned vehicles powered by renewable energy sources whenever feasible (CA). <i>The City should phase in the purchase of green vehicles as older vehicles are retired. This is more economically feasible and less wasteful than replacing vehicles that are still functioning well. Also, green vehicle technology is continually improving and purchasing a vehicle is a long-term investment. By converting its fleet in phases, St. Helena can take advantage of future technologies (CA).</i>		
• Measure T-8 C	Encourage the use of use of Neighborhood Electric Vehicles (NEVs) by City Employees and the Public. <i>The size of St. Helena makes it an ideal community for Neighborhood Electric Vehicles. Utilizing smaller, electric vehicles for around town travel reduces emissions and traffic stress on bicyclists and pedestrians. The City should consider promoting NEV use in town though a variety of incentives.</i>		
Objective T-9	Encourage alternatives to City employee use of single-occupancy vehicles (CA).		
• Measure T-9 A	Provide bicycles and Neighborhood Electric Vehicles for City employees to use for City operations (modified CA).		
• Measure T-9 B	Provide secure covered bicycle parking for City employees to encourage bicycling to work (CA).		
• Measure T-9 C	Consider providing incentives to City staff for car-pooling or bicycling to work.		

Energy Efficiency and Renewable Energy

The consumption of electricity for appliances, lighting, heating and cooling, and the combustion of natural gas associated with residential, commercial, and industrial buildings can be substantial generators of GHG emissions. The following Measures will lessen our City's contribution.

Objective EE-1	Support local efforts to utilize renewable energy (CA).	Current City Initiative (Y/N blank if unknown)	Estimated Priority (1-4)
• Measure EE-1 A	Consider requiring solar installations as a condition of new construction.	N	
• Measure EE-1 B	Evaluate selecting MCE's Deep Green (100% renewable) option for all City-owned facilities. (modified NC, modified CA)	N	
• Measure EE-1 C	Promote renewable energy, energy efficiency and programs and champions through recognition activities. (NC) <i>Publicizing local companies who have adopted these measures via SHINE newsletter and other City communications to congratulate those who have taken steps to reduce their carbon footprint and encourages others to follow suit.</i>	N	
• Measure EE-1 D	Expand current renewable energy and green energy incentives and update local ordinances. (NC)	N	
• Measure EE-1 E	Support solar and energy efficiency technology pop up shops and other educational experience for residents to promote technologies.	N	
• Measure EE-1 F	Provide resources and education of loan financing programs, such as PACE or utility financing to encourage adoption of energy efficiency and renewable energy home upgrades. (CA, NC)	N	
• Measure EE-1 G	Support landfill and wastewater to energy programs. (modified NC)		
• Measure EE-1 H	Discount permit fees and expedite the permit process for renewable energy and energy efficiency projects.		
Objective EE-2	Maximize energy conservation associated with buildings (CA).		
Measure EE-2 A	Require compliance with CALGreen Tier 1 standards for all new construction, and phase in ZNE requirements for new construction beginning in 2020. (modified NC)		

Measure EE-2 B	Evaluate the benefits of requiring new or replacement residential and commercial water heating systems to be electrically powered and/or alternatively fueled systems. (Modified NC)		
Measure EE-2 C	Discourage the use of exterior lighting (CA) through the planning process. Require all outdoor lighting be high efficiency, use timers, motion sensors and smart lighting controls and be Dark Sky Association certified. (modified CA)		
Measure EE-2 D	Educate residents through SHINE about the effects of leaving their exterior lights on all night (light pollution, energy use).		
Objective EE-3	Optimize the energy-efficiency of street lighting, water pumping, water treatment and other energy-intensive municipal operations with the goal of adopting energy efficiency measure in municipal operations (CA)		
Measure EE-3 A	Incorporate energy-efficient measures in the replacement and upgrading of municipal facilities. (CA)		
Objective EE-4	Pursue the development of one or more renewable energy projects at City-owned facilities.		
Measure EE-4 A	Include solar panel installations on new municipal building construction.		

Water, Wastewater and Stormwater

The Water/Wastewater sector reflects fuel and electricity used in the transport of water and wastewater, as well as emissions generated during the wastewater treatment process (CA).

Objective WWS-1	Conserve water to minimize the energy needed for water treatment and transmission (CA).	Current City Initiative (Y/N blank if unknown)	Estimated Priority (1-4)
Measure WWS-1 A	Enforce the State's water-efficient landscape standards for new and rehabilitated landscaping. (CA) <i>Application of the State standards to larger landscaped areas significantly reduces irrigation water use through the use of plants with relatively low watering needs, minimizing areas of water-intensive turf and installing smart irrigation systems to avoid excessive water use.</i> (CA)	Y	
Measure WWS-1 B	Promote the use of recycled reclaimed water generated by the updated I wastewater treatment plant. (CA, adapted for COSH) <i>It generally takes less energy to pump and convey water from a local source than to transport water across long distances, such as water sourced from the North Bay Aqueduct. One hundred acres of landscaping are irrigated with more than 130 million gallons of reclaimed water from the City's wastewater plant each year, thereby reducing the energy needed to transport water from other sources. Increasing the use of reclaimed water would save more energy.</i> (CA)	Y	
Measure WWS-1 C	Install water-efficient landscaping and irrigation where feasible at City facilities. Maintain irrigation systems at municipal facilities for proper watering cycles and to prevent runoff. (CA)	Y	
Measure WWS-1 D	Require water audits for new and expanded commercial or industrial projects. (NC)	N	
Measure WWS-1 E	Update the water neutrality requirement to encourage and streamline retrofits of existing properties.	N	
Measure WWS-1 F	Accelerate the integration of smart water meter technology.	Y	
Measure WWS-1 G	Evaluate innovative water efficiency retrofit rebates to update existing rebate programs (ex: HOAs, front loaded rebates, graywater, rain capture/retention, etc.).	Y	
Measure WWS-1 H	Accelerate rates of repair of underground water delivery pipes to reduce water waste associated with the water	Y	

	delivery system.		
Objective WWS-2	Municipal water and wastewater infrastructure management		
Measure WWS-2 A	Develop a program to greatly reduce infiltration and inflow into the City sewer collection system.	Y	
Measure WWS-2 B	Develop policy and enforcement of FOG (Fat, oil, grease) dischargers to eliminate FOG, eliminating sanitary sewer overflows.	Y	
• Objective WWS-3	Eliminate or capture pollution entering storm drain system.		
Measure WWS-3 A	Install trash capture devices in all storm drain inlets in priority land use areas to capture litter.	Y	
Measure WWS-3 B	Prioritize and optimize street sweeping to capture street litter.	Y	
Measure WWS-3	In addition to requiring bio-retention facilities for new construction, the City will develop a program to integrate bio-retention and LID measures into appropriate City facilities.	Y	

Carbon Sequestration

Trees not only sequester carbon dioxide, but also reduce the urban heat island effect, lower building energy use, contribute to stormwater management, and improve air quality (CA).

Objective CS-1	Establish, enhance and preserve trees to sequester carbon and reduce urban heating (CA).	Current City Initiative (Y/N blank if unknown)	Estimated Priority (1-4)
• Measure CS-1 A	Protect existing trees to the maximum feasible extent. (CA) <i>The Municipal Code protects trees with a diameter of more than 12 inches. Protecting larger trees is crucial because as trees grow, their value to the environment increases. A mature tree with a thick trunk and lush canopy can provide more environmental benefits than a young, small tree (CA).</i>	Y	
• Measure CS-1 B	Require the replacement of trees that are removed by development projects, favoring drought resistant species. (modified CA)	Y	
• Measure CS-1 C	Require the planting of street trees as part of development projects, and plant and replace removed trees along streets. (CA)	Y	
• Measure CS-1 D	Require the planting of parking lot shade trees by development projects and plant shade trees in City-owned parking lots. (CA) <i>Parking lots act as miniature heat islands; these higher temperatures can be mitigated by tree cover. When cars are shaded, evaporative emissions from fuel and volatilized plastics is greatly reduced. Shade also means less air conditioning energy will be needed to cool the cars when drivers return. Additionally, asphalt in shaded parking lots shrinks and cracks less, requiring less maintenance (CA).</i>	N	
• Measure CS-1 E	Establish a policy and program on urban forest preservation and replanting, based on a citywide tree inventory.	N	
Objective CS-2	Preserve open space within the city limits (CA).		
• Measure CS-2 A	Ensure the preservation of open space through the entitlement review process. (CA)		
• Measure CS-1 B	Seek to establish permanent open space easements over forested areas and significant habitats through such means as the purchase of development rights. (CA)		

• Measure CS-1 C	Refine protection guidelines for riparian lands.		
• Measure CS-1 D	Pursue grant funding programs that restore habitat and conservation areas.		
• Measure CS-1 E	Develop a master plan for City Parks and Accessible Open Space.		

DRAFT

Community Engagement and Advocacy

Implementing the GHG mitigation measures will require community education and advocacy.

Objective CE-1	Conduct public outreach and education efforts that broaden community involvement in reducing greenhouse gas emissions (CA).	Current City Initiative (Y/N blank if unknown)	Estimated Priority (1-4)
• Measure CE-1 A	Assist in the sponsorship of community events and campaigns that address global (CA) warming and promote renewable energy (CA).		
• Measure CE-1 B	Disseminate City web site postings, correspondence, reports, news releases, brochures, fact sheets, opinion pieces, advertising, etc., to aid in the implementation of GHG reduction measures. (CA)		
Objective CE-2	Participate in and help develop effective regional, state and federal solutions to reduce emissions (modified CA).		
• Measure CE-2 A	Support improvements to state-owned roads that encourage non-motorized transportation. (CA)	Y	
• Measure CE-2 B	Participate in regional climate protection and action initiatives. (CA)	Y	

TABLE 1 – Summary of St. Helena CAD Measures, May 1, 2019**TRANSPORTATION**

• Measure T-1 A	Implement and support a public campaign to reduce vehicle speeding in St Helena.
• Measure T-1 B	Implement the Bicycle and Pedestrian Plans, including the provision of multi-use paths, bicycle lanes, bicycle and pedestrian routes and crossings.
• Measure T-1 C	Direct staff to incorporate elements of the bicycle and pedestrian plans and other active transportation elements into St Helena’s five-year road improvement plan.
• Measure T-1 D	Maximize bicycle parking at appropriate locations throughout the community.
• Measure T-1 E	Promote walking by providing more resting places in strategic areas of the City.
• Measure T-1 F	Improve Bicycle and Pedestrian Crossings along HWY 29 and other busy intersections.
• Measure T-1 G	Utilize signage, education, outreach, technology and community resources to implement strategies to encourage “park-and-walk” in St. Helena.
• Measure T-1 H	Implement City programs to encourage sidewalk and walking plan improvements to reduce VMT (for ex: Tree Tunnel walking path).
• Measure T-1 I	Participate in the planning and development of the Vine Trail St. Helena segment.
• Measure T-1 J	Enforce the City’s Truck Ordinance.
• Measure T-2 A	Encourage and support efforts by Napa Valley Transportation Authority to provide convenient, comfortable and affordable transit to and within St Helena and the region.
• Measure T-2 B	Encourage local employers to promote public transit use, car and van pooling, within their organizations.
• Measure T-2 C	Foster the creation of commuter rail service on the Napa Wine Train right-of-way.
• Measure T-2 D	Evaluate feasibility of utilizing VINE bus and shuttle resources to accommodate school transportation needs.
• Measure T-2 E	Promote ridesharing and car and van pooling in the community.
• Measure T-3 A	Develop Comprehensive Transportation Plan for large commercial developments.
• Measure T-4-A	Encourage the utilization of shuttle services for visitors and promote the use of the St. Helena VINE Shuttle for visitors and residents.
• Measure T-4-B	Promote innovative transportation models (ridesharing and on-demand ride services) and innovative goods and service models (e-commerce) that reduce

	vehicle trips and emissions.
• Measure T-4 C	Support community gardens, farmers markets, “buy local” campaigns (CA) and encourage community events to be centrally located to reduce across town trips and VMT.
• Measure T-4 D	Support the provision of resident-serving brick and mortar businesses including legacy businesses. Evaluate and consider incentives businesses which serve the local community.
• Measure T-4-E	Encourage local visitor accommodations to provide bicycles and require they provide bicycle safety and etiquette training to visitors (CA).
• Measure T-5 A	Promote housing types that are desirable to local workers, including multi story, single unit infill.
• Measure T-6 A	Maintain a compact downtown.
• Measure T-6 B	Discourage new commercial or winery development which will increase VMT in residential areas.
• Measure T-7 A	Encourage Caltrans to monitor and adjust traffic controls as needed to minimize idling while in the City limits.
• Measure T-7 B	Establish a policy to minimize emissions related to idling for City and commercial vehicles operating in St. Helena.
• Measure T-8 A	Increase the supply of electric vehicle charging stations, including stations for City employees.
• Measure T-8 B	Purchase or lease City-owned vehicles powered by renewable energy sources whenever feasible.
• Measure T-8 C	Encourage the use of use of Neighborhood Electric Vehicles (NEVs) by City Employees and the Public.
• Measure T-9 A	Provide bicycles and Neighborhood Electric Vehicles for City employees to use for City operations.
• Measure T-9 B	Provide secure covered bicycle parking for City employees to encourage bicycling to work.
• Measure T-9 C	Consider providing incentives to City staff for car-pooling or bicycling to work.

Energy Efficiency and Renewable Energy

• Measure EE-1 A	Consider requiring solar installations as a condition of new construction.
• Measure EE-1 B	Evaluate selecting MCE's Deep Green (100% renewable) option for all City-owned facilities.
• Measure EE-1 C	Promote renewable energy, energy efficiency and programs and champions through recognition activities.
• Measure EE-1 D	Expand current renewable energy and green energy incentives and update local ordinances.
• Measure EE-1 E	Support solar and energy efficiency technology pop up shops and other educational experience for residents to promote technologies.
• Measure EE-1 F	Provide resources and education of loan financing programs, such as PACE or utility financing to encourage adoption of energy efficiency and renewable energy home upgrades.
• Measure EE-1 G	Support landfill and wastewater to energy programs.
• Measure EE-1 H	Discount permit fees and expedite the permit process for renewable energy and energy efficiency projects.
• Measure EE-2 A	Require compliance with CALGreen Tier 1 standards for all new construction, and phase in ZNE requirements for new construction beginning in 2020.
• Measure EE-2 B	Evaluate the benefits of requiring new or replacement residential and commercial water heating systems to be electrically powered and/or alternatively fueled systems.
• Measure EE-2 C	Discourage the use of exterior lighting (CA) through the planning process. Require all outdoor lighting be high efficiency, use timers, motion sensors and smart lighting controls and be Dark Sky Association certified.
• Measure EE-2 D	Educate residents through SHINE about the effects of leaving their exterior lights on all night (light pollution, energy use).
• Measure EE-3 A	Incorporate energy-efficient measures in the replacement and upgrading of municipal facilities.
• Measure EE-4 A	Include solar panel installations on new municipal building construction.

Water, Wastewater and Stormwater

• Measure WWS-1 A	Enforce the State’s water-efficient landscape standards for new and rehabilitated landscaping.
• Measure WWS-1 B	Promote the use of reclaimed water generated by the local wastewater treatment plant.
• Measure WWS-1 C	Install water-efficient landscaping and irrigation where feasible at City facilities. Maintain irrigation systems at municipal facilities for proper watering cycles and to prevent runoff.
• Measure WWS-1 D	Require water audits for new and expanded commercial or industrial projects.
• Measure WWS-1 E	Update the water neutrality requirement to encourage and streamline retrofits of existing facilities.
• Measure WWS-1 F	Accelerate the integration of smart water meter technology.
• Measure WWS-1 G	Provide innovative water efficiency retrofit rebates (ex: HOAs).
• Measure WWS-1 H	Accelerate rates of repair of underground water delivery pipes to reduce water waste associated with the water delivery system.
• Measure WWS-1 I	Review rainwater capture/retention policies/incentives.
• Measure WWS-2 A	Incentivize gray water programs for homeowners.
• Measure WWS-2 B	Develop a program to greatly reduce infiltration and inundation into the City sewer collection system.
• Measure WWS-2 C	Develop policy and enforcement of FOG (Fat, oil, grease) dischargers to eliminate FOG related sanitary sewer overflow.
• Measure WWS-3 A	Install trash capture devices in all storm drain inlets in priority land use areas to capture litter.
• Measure WWS-3 B	Prioritize and optimize street sweeping to capture street litter.
• Measure WWS-3	In addition to requiring bio-retention facilities for new construction, the City will develop a program to integrate bio-retention and LID measures into appropriate City facilities.

Carbon Sequestration

• Measure CS-1 A	Protect existing trees to the maximum feasible extent.
• Measure CS-1 B	Require the replacement of trees that are removed by development projects, favoring drought resistant species.
• Measure CS-1 C	Require the planting of street trees as part of development projects, and plant and replace removed trees along streets.
• Measure CS-1 D	Require the planting of parking lot shade trees by development projects and plant shade trees in City-owned parking lots.
• Measure CS-1 E	Establish a policy and program on urban forest preservation and replanting, based on a citywide tree inventory.
• Measure CS-2 A	Ensure the preservation of open space through the entitlement review process.
• Measure CS-1 B	Seek to establish permanent open space easements over forested areas and significant habitats through such means as the purchase of development rights.
• Measure CS-1 C	Refine protection guidelines for riparian lands.
• Measure CS-1 D	Pursue grant funding programs that restore habitat and conservation areas.
• Measure CS-1 E	Develop a master plan for City Parks and Accessible Open Space.

Community Engagement and Advocacy

• Measure CE-1 A	Assist in the sponsorship of community events and campaigns that address global warming and promote renewable energy.
• Measure CE-1 B	Disseminate City web site postings, correspondence, reports, news releases, brochures, fact sheets, opinion pieces, advertising, etc., to aid in the implementation of GHG reduction measures.
• Measure CE-2 A	Support improvements to state-owned roads that encourage non-motorized transportation.
• Measure CE-2 B	Participate in regional climate protection and action initiatives.

CAP= Climate Action Plan

NC = from Napa County 2017 Final Draft CAP

CA = from City of Calistoga 2014 Adopted CAP

Modified CA = Calistoga measure, with wording change

Modified NC = Napa County 2017 Final Draft CAP

GHG = greenhouse gas emissions

ZNE =zero net energy

MCE = Marin Clean Energy

PACE = property assessed clean energy

CALGreen = Calif Green Building Standards Code

City of St. Helena
 Active Transportation and Sustainability Committee (ATSC)
 2019 Work Plan/Goals

May 1, 2019

Work Plan Presented to City Council March 26, 2019

Active Transportation		
Item	Committee Person Responsible	Timeline
Assist City staff in providing comments and supporting implementation of the 2019 NVT Countywide Bicycle Plan Update: St. Helena Element		
Continue to develop and promote bicycle safety and education programs		
Work with Caltrans/Staff to improve bicycle and pedestrian crossings on Highway 29		
Participate in the planning and development of the NV Vine Trail St. Helena Segment		
Provide input to City staff on bicycle and pedestrian improvements within the City		
Environmental Sustainability and Resource Management		
Complete Climate Action Directives work (Water & Wastewater)		
Explore alternatives for local recycle/reuse/reduce programs including public outreach (in coordination with Upper Valley Disposal)		
Give input on any potential solar installation at City facilities		
Explore creating and promoting organic gardening/agriculture programs/beekeeping collective		
Explore one or more Climate Action Directives for implementation (in conjunction with City Staff)		
Receive quarterly updates from PW Environmental Resource Technician on water conservation and other City sustainable activities		
City Council Interaction and Community Outreach		
Provide quarterly updates to City Council for feedback		
Work with City Staff to engage in outreach activities related to ATSC initiatives		