

## APPENDIX B: Summarized Comments on the Draft Climate Action Plan

### Part 1- Summarized Comments on the Draft CAP Narrative

#### KEY

- Integrated into CAP text in some form
- No action was taken: Service/program is already provided by City or other community org, not feasible legally or otherwise

#### General Comments

- Chapters 4, 5 & 6 talk about groupings of sectors that don't seem to relate to either of these earlier charts. I'd like to see one really clear chart that lists each sector and what its current and future GHG emissions and percentages will be.

#### PUBLIC

- Seems like everything in CAP is just a unilateral staff level decision
- Transform the CAP into a Business Plan- By planning for resource depletion and the forthcoming rapid decline in fossil fuels, consider how the transportation and land use sections of the plan might be re-framed. What seemed like a plan is inadvertently more like a prediction of things to come. Reduced fleet emissions will occur because the city can't get enough fuel to operate, not because of any explicit effort to away from using fossil fuels. On the other hand, we have means to cope with these externalities if we set aggressive goals and objectives to reflect our unique role in the larger global context. But if we wait for the looming economic chaos to engulf us, it may take decades for Santa Cruz to re-establish order, let alone prosperity. What if we were to anticipate the rising sea level and build a showcase designed to inspire the rest of the world to work with us to achieve a sustainable future. Our only opportunity to influence emissions reduction is a big way is to inspire others to emulate our stunning success. "Come to Santa Cruz where you can learn that carbon-free living is better than fossil fuelish living." There are two very good self-serving reasons for getting away from fossil fuels
- Incorporate CAP into other City plans
- Make CAP actionable by giving it power to effect staff actions.
- Have good coordination and buy-in from all the City Department Directors and top level managers.
- Address meat consumption.
- We must begin building systems that will work within a solar budget immediately.

#### Chapter 1

#### PUBLIC

- For temp rise prediction: Include modeling results by Dan Cayan. The maps produced below (Sierra Club letter) show peak summer temps shifting to a pattern closer to that of the current climate in LA and San Diego.
- Better express the looming Climate Change risk of non-linear and tipping point events and a more precise and urgent understanding of Peak Oil. What can citizens do?
- Combine climate change mitigation actions with oil depletion and rise in oil costs.
- Emphasize the other benefits that result when greenhouse gas reduction strategies are employed, such as cleaner air, resource protection, less dependence on foreign oil, potential energy cost savings, etc.
- Add discussion of the potential positive outcomes of a planned Energy Descent.
- We will also see an increasing number of extreme events, including heat waves.
- Concerned about Type II climate change, which is more abrupt and follows from the crossing of unseen "tipping points" in climate systems.
- The question is not "can we find another energy option?" but "how can our community make a successful transition to a future in which energy will be more scarce and expensive?"
- Add a discussion about the possible limitations of the "Renewable Energy Alternatives" strategy and the need for Energy Descent planning. Could include:
  - various projections of the future price and availability
  - supply of resources used in alternative energy; e.g. lithium, indium

- For sea level rise predictions: Use the ranges of SLR presented in the Dec 2009 “Proceedings of National Academy of Sciences” publication by Vermeer and Rahmstorf as a starting place and select SLR values based on agency and context specific considerations of risk tolerance and adaptive capacity
- Advocate development and urge growth to be limited by carrying capacity of our environment.
- Read Fred Pearce’s book *With Speed and Violence: Why Scientists Fear Tipping Points in Climate Change*

### Chapter 3

- Make transportation the most prominent part of the CAP.

### Chapter 4- Energy Use in the Built Environment

#### PUBLIC

- Emphasize a whole house, building science, and performance-based approach.
- Many landlords have no incentive at all to improve energy efficiency. Require minimum standard for energy efficiency at the point of real estate sale.
- Mandate vs incentive? If a legally enforceable mechanism could be created to require upgrades to structures before they are sold, this could, over time, produce major advances in building efficiency. Combine requirement with low interest loan program.
- Articulate how to overcome energy efficiency upgrade constraints (e.g., no landlord nor tenant incentives) with
- Support growth in local clean energy industries, including Home Performance.
- Create a one-stop program

### Chapter 5- Sustainable Transportation and Land Use Planning

#### PUBLIC

- Santa Cruz METRO is implementing a 10% service cut, with another service cut on the horizon for 2011. It is clear that the “greater use of public transit options” is made more challenging by this decreased availability of basic service due to operational funding constraints.
- “Without increased capital and operational funding from state and federal sources, Santa Cruz METRO will be unable to reach any of the other goals related to transit in the City of Santa Cruz’s Draft Climate Action Plan.” METRO quote
- Mention Broadway-Brommer/Arana Gulch in CAP.
- Put into place a bus system with express to Watsonville and Monterey.
- Mark bicycle lanes well and make them safe, especially for those young riders who are learning their way around the county.
- Incremental will not work, get radical! (For a bike lane or rail, it is only good when done. AKA- No death gaps!)
- Make the 2008 data more prominent.
- Add the new transportation GHG emissions into revised CAP.
- Add the word “inviting” into transportation objectives.
- Make public transit much more convenient so it can be a viable alternative. Right now it is inconvenient (from Santa Cruz to Monterey it takes 2 hours). Look at Davis and Sacramento light rail systems as models Santa Cruz employment contributes to the transportation demand that clogs Hwy 1 and our surface streets.
- In table 5.1 on page 47, add a point to the community section: “Begin the planning for the use of the newly acquired rail corridor
- Add baseline dates to both the text in Ch 5 and in the table of actions, otherwise statements such as “Reduce...20% by 2020” have no meaning.
- On page 47, add some examples to the statement about the MTS that “Since its completion, the City has implemented many multi-modal projects...”
- On page 47, clarify how the 200% increase in within-town bike and pedestrian trips percentage was estimated.
- Incorporate findings of the paper Ron Swenson presented three years ago in Stockholm into the CAP.

- Greenscape, back yard gardens and the City's tress should not be eliminated in the interest of increased residential density.
- Provide transportation opportunities that rival the convenience and safety of the automobile.
- Clarify the total number of GHG reductions needed from the Santa Cruz METRO to reach 30% goal.
- Highlight exactly what percentage of the total reductions from present levels needed to achieve the 2020 goal will have to come from transportation.
- Market to the tourist community- give them ways to be car-free once they arrive.
- Amplify the rail corridor paragraph on page 51 to note the recent approval of funding by the Transportation Commission as well as the potential for implementing rail trail segments (short term) and use of the rail line for passenger service (long term)
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- "...made up of a member of City Council, as well as members of the Transportation and Public Works Commission and the Planning Commission, and staff of..."
- "The CAP recommends establishing a Sustainable Transportation and Land Use Planning Team made up of a member of the Transportation and Public Works Commission and the Planning Commission, as well as four members of the general public representing pedestrians, cyclists, automobile users, and public transit riders, and staff. (pg 48, paragraph 2)
- Factor in both GHG emissions and needs for climate adaptation in the prioritization of CIPs within the City.
- Revise the parking requirements.
- Change General Plan wording M3.1.1 to: Reduce vehicle trip demand and reduce the number of peak hour vehicle trips by implementing city-wide Transportation Demand Management (TDM), especially for commuters to Downtown, Harvey West, and Westside workplaces, and for students commuting to schools. TDM measures include low cost bus passes, credit for carsharing (ZipCar), discount parking for carpools, emergency taxi-vouchers, and bike store credit. TDM will free up existing parking spaces for customers. Implementation for TDM needs to occur before funding any new garage capacity. With successful TDM, consider reductions in parking requirements and deficiency fees.
- Existing transit systems don't make it easy to achieve goals
- The City should take a proactive stance to advocate restoration of state funding for transit.
- A healthy environment and sustainable transportation is needed for, and can lead to, a healthy economy.
- Achieving a reduction in petro dollars leaving Santa Cruz would be a plus for economic viability. What if more of those same dollars could be spent and recirculated for local goods and services, or to afford a home near work? Make pursuit of keeping former petro dollars circulating here in Santa Cruz, an economic development strategy of the Redevelopment Agency.
- Devote at least 50% of the TIF to pedestrian bike and transit-oriented programs.
- Reduce VMTs in two ways: reduce transportation demand and by providing transportation opportunities that rival the cost, convenience and safety of the automobile.
- Increase density in ways which do not further restrict the City's ability to adapt to sea level rise and temperature shifts.
- "For the purposes of planning infrastructure projects, trip projections by City staff shall include the aforementioned goal of a 30% reduction in automobile trips within the City of Santa Cruz."
- The proposed 8 HOV lanes project is also unlikely to be a cost-effective means of reducing GHGs.
- Say more about jobs-housing balance and creating options for shorter-distance commutes.
- Start a program for a voluntary gasoline tax.
- Note that the proposed Highway 1 Soquel to Morrissey Auxiliary Lanes Project has not been shown to reduce GHG emissions over time.
- Place members of environmental community on Land Use/Trans Team
- The City's rivers and wetlands management plan should take into account sea level rise, increased flooding rise, and the need for migration of wetland edges.
- Give city incentive or at least recognition to a resident who is buying a new vehicle and chooses an electric one.
- Make clear to decision-makers the magnitude of change that is required to meet our 2020 goals so they have full-disclosure of what they are walking into.
- Reduction of VMT in the City should be a guiding principle, since it is for SB 375.

## COMMISSIONERS

- Add an expanded section discussing the Rail-Trail with both its long and short term goals, identification of local funding commitments and the suggestion that the General Plan should also include an expanded section on the Rail Trail. We can't take advantage of the opportunity if the options aren't explored in current reports such as the CAP and the General Plan.
  - On Page 47 in the discussion of the Master Transportation Study there needs to be an added paragraph discussing Level of Service (LOS). The community needs to understand the relationship between LOS and bicycle and pedestrian safety. We may need to include an action item that allows for a reduction in the LOS in some locations in town in exchange for higher levels of pedestrian and/or bike safety.
  - Prep ourselves to be able to respond quickly when cool opportunities come up
  - Try to tie residential changes in energy efficiency to economy and keeping money in community
  - 50% increase in bus ridership is high goal!
  - Need public buses that get you where you are going quickly.
  - Establish measures for transportation to evaluate how projects help achieve goals.
  - Discuss the City's Housing Element that has been adopted by the City Council and that discusses in depth the zoning modifications and affordable housing programs that will help address the housing/jobs imbalance.
- Add a separate and clear discussion about highway widening. Highway widening is counter-productive in that it contributes to increased VMT. Include a separate heading and discussion of the pros and cons of highway widening.
  - They approved by motion several recommendations to Council.
  - In the 1980's, we had same 30% reduction in around town trips and only reached 5-6%. What is the difference now?
  - Add an additional paragraph or two that discusses the issue of our jobs/housing imbalance and the need for affordable housing for the Santa Cruz workforce.

## Chapter 6- Water Conservation and Solid Waste Management

### PUBLIC

- Estimate the total reduction in water demand, the reduction in electric power consumed and GHG emitted that this per capita reduction represents.
- The City has a tiered rate structure designed to encourage conservation, but it is lacking in two respects – renters do not see it if landlords pay the utility bills, and the amount of money savings that one could achieve by water conservation appears miniscule.
- Change desal paragraph to read: Once operational, the desalination plant **will** increase the City's carbon footprint. If desalination is implemented, the City will need to expand implementation of the CAP to further reduce municipal energy use commensurate with the desalination plant's operation and resulting carbon increase. Since the City's policy is to build a desal plant, then the CAP should include how we get to our Climate Action Goals even though we're building a plant.
- It is not possible to separate the issues of growth and development from the construction and operation of a seawater desal plant.
- Detail the measures that will be employed in order to reach the 10% reduction goal.
- What specific measures would be employed to offset these emissions?
- Clarify whether the GHGs from running the plant year-round would be attributed to Santa Cruz.
- Prioritize available water for affordable housing and incorporate into the General Plan.
- Include current year water use figures in CAP because they demonstrate the decline in water consumption that is possible with a minimum of effort and demonstrate that drought security has been met through conservation. Conservation has resulted in high Loch Lomond levels at the end of the peak season: 84% in 2008, 90% in 2009, and over 90% in 2010
- Quantify the projected increase in emissions over the long term if the desalination plant is built and used as planned.
- List the measures that the City would need to employ to reduce the GHGs by an equivalent amount.
- Choose 2010 as the baseline year for the City's updated Water Conservation Plan

- Eliminate this last sentence unless the dialogue has produced something concrete: The City Climate Action Program and the water departments have been in dialog regarding collaborative opportunities to invest in efficiency and large scale solar projects to ensure the City meets its GHG reduction goals.

#### COMMISSIONERS

- It should have its own heading and be talked about openly. Answer whether or not the GHG emissions of the desalination plant will be counted as a part of our future GHG emissions inventories.
- If we are going to discuss mitigating the GHG impacts of the desalination plant it should be for the entire emissions amount not just the amount that is related to our local water use.
- Desal plant: how do we fit that into the ghg reduction timeline that the CAP is calling for?

#### Chapter 7- Solar Santa Cruz

##### PUBLIC

- Add more detail to the idea of a solar hot water pilot program.

#### Chapter 8- Partnership, Education, and Outreach

##### PUBLIC

- Articulate pathways that the average person can relate to or follow to implement CAP. (CATP)
- Table 8.5 is a start for businesses; how about adding two similar tables: one for residents who are homeowners and one for renters?
- Lay out a pathway for implementing the Climate Action Teams and neighborhood or group actions. Shouldn't it be possible to use groups such as Transition Santa Cruz and neighborhood organizations to further this effort?
- The CAP is a critical component for creating a healthy ecosystem and most of us feel a bit helpless or small in this task.
- Identify key city contractors, associates, and affiliates where we can expand our mission to the larger community (e.g. all businesses doing business within the City need to be green certified, Soquel Water needs to be zero carbon desal, too)

#### COMMISSIONERS

- It is very confusing and difficult for businesses to discern how to proceed when going green. Support “top dog/leader” coordination of all the programs/services to help businesses decide which programs to participate in.

## **Part 2- Summarized Comments on the Draft Chart of Potential Implementation Actions**

### KEY

- Added as a new action in some form to CAP
- ❖ Integrated into existing CAP action(s)
- No action was taken: Service/program is already provided by City or other community org, not feasible legally or otherwise

#### General Comments

##### PUBLIC

- ❖ Present periodic progress reports at City Council meetings on a regular basis, say 3-4 times/yr and make available on the City's website devoted to the CAP.
- ❖ Put into place specific timelines.

#### Chapter 1

##### PUBLIC

- Develop some form of Peak Oil Plan, appointing a task force to develop it

#### Chapter 4- Energy Use in the Built Environment

##### PUBLIC

- Create kiosks that emphasize Home Performance, similar to those used in the Green Building Program.

- Partner with Energy Upgrade California and provide online listings of qualified contractors.
  - Review street tree species selection to enhance climate-responsive performance of buildings.
  - Evaluate municipal operations for optimization of control, and through addressing deferred maintenance
  - Participate in cooperative purchasing programs for energy efficiency and renewable energy services and hardware
- ❖ Adjust the green building program to better reward projects that improve performance, decrease energy consumption, and dramatically decrease HERS scores.
  - ❖ Recognize homeowners that decrease energy and water consumption by 50% or greater.
  - ❖ Implement a policy of purchasing only Energy Star rated appliances and computer equipment for all City operations.
- Require passive solar design in new construction and remodels
  - Incorporate the following into the Green Building Ordinance: Green roofs, water catchment, graywater use, water saving fixtures
  - Require cost-effective measures to be implemented as a condition of sale of property
  - Require cost-effective measures to be implemented as a condition for commercial use permit or business license
  - Benchmark energy use against current standards or existing stock, and require disclosure as part of lease/rental agreements
  - Require energy benchmarking as a condition of rental.
  - Phase out outdoor radiant heaters that use non-renewable energy sources, drive-through businesses (except for disabled customers), use of hot water for cleaning outdoor surfaces, gas-fired leaf blowers.
  - “To reduce gas, electrical, and water consumption in municipal, residential, and commercial buildings by 40% by 2015.
  - Change objective timelines to 2015.
  - Leverage Home Performance incentives and financing programs
  - Conduct Energy Efficient Home tours.
  - Facilitate the creation of print and online marketing materials
  - Provide funding to cover a portion of the cost of the energy audit (San Leandro offers \$500)
  - Require energy audits to identify cost-effective efficiency and renewable measures, relative to cost of energy used
  - Establish standards for minimum energy performance and/or prescriptive features for existing buildings
  - Track performance in energy performance by substation and by class of customer within the city, and implement mandatory (e.g. time of sale) standards if progress falls significantly short of goals.

#### COMMISSIONERS

- ❖ Set goal for % buildings LEED certified
  - ❖ Add some level we should attain.
- Partner with others to create a weatherization and energy efficiency upgrades program aimed at rental housing apartments in Santa Cruz.
  - Expedited process for LEED
  - Create a mandatory weatherization upgrade upon sale.

#### Chapter 5- Sustainable Transportation and Land Use Planning

##### PUBLIC

- Institute a program of low cost bus passes (\$5/mo) for employees in the Downtown Parking District. Residents of the Parking District who relinquish their parking permits will be offered free Zip-Car membership and bus passes.
- Continue to study PRT feasibility in Santa Cruz.
- Beach-Downtown shuttle, remote parking, and better utilization of existing parking downtown for a “park-one” strategy. Fund through increased parking fees. Locate sites for remote parking.
- Complete rail-trail with both a trail and a trolley service.
- Complete Arana Gulch multi-use trail

- Install Bike Route Signs on all popular and useful routes, including directions and mileage indicators to common destinations.
- Initiate a “paid not to park” program, in which downtown residents and employees who do not buy a parking permit can receive a bus pass, credit at downtown bike stores or other retailers, membership to an emergency ride home program, and/or no interest bike/scooter loans or decreased parking fees.
- Create a two-way bike lane on Brookwood Drive to connect NorthEast Santa Cruz to Live Oak.
- Encourage pedestrian activity downtown by allowing for events to receive permits to close off sections of Pacific without replacing lost meter revenue.
- Have a tourist shuttle from downtown to beach.
- Hold monthly walk/bike/scooter to dinner downtown, bike to movie nights, etc.
- Expand Zip Car availability with a focus on EV’s and PHEVs.
- Establish a Car-Free by the Sea eco-tourist campaign.
- Create biking and walking maps for tourist areas.
- Work with lodgings to provide free or low cost bike rentals.
- Market to tourists- go green when here and also highlight how green we are in order to attract them to come
- One idea is to make W. Cliff car-free for 1 weekend/month
- Apply for state and federal grant money to operate light rail service within city limits, in a way that is coordinated with Metro Transit District Bus Service, to begin operation by 2020.
- Encourage zoning that would allow for the development of housing above existing commercial buildings (e.g. on the roof of Trader Joe’s or the CVS building)
- Preserve urban greenscape by restricting average lot coverage limits including both structures and areas of asphalt parking and driveways. No open ground or landscaping and trees represents a major decline in the quality of life for residents
- Reduce or eliminate parking requirements for employers, residential and commercial developments, businesses, and major destination centers that implement effective alternative transportation programs and/or participant in offsite clustered parking.
- Reduce parking requirements in residential housing with a resident population that has a documented reduced need for parking, e.g. seniors, low-income, and residents that covenant for no-auto use.
- Require staff to engage in automobile trip planning consistent with the goal of 30% reduction in car trips and a 200% increase in bike trips when doing projections for the purpose of planning infrastructure projects.
- Eliminate covered parking requirements.
- “Over the course of the plan, slowly reduce requirements to build automobile parking as part of residential & commercial development, beginning with allowing tandem parking in all cases and eliminating covered parking requirements. Separate the cost of parking from the cost of leasing and purchasing residential and commercial space, and make the purchase of parking optional for rental space.”
- Allocate 50% of TIFs to alternative modes and 50% to automobile modes.
- Review and rank CIP list for GHG impacts and then (de)prioritized accordingly.
- Have the Climate Action Coordinator publicly categorize and rank the list of Capital Improvement Projects according to climate impact and to how well it achieves the 30% reduction in around town trips objective. Have the Public Works Director prioritize projects expected to result in net reductions in greenhouse gas emissions and decreases in around town trips.
- Allow Small Ownership Units and Sing Room Occupancy units by right in certain transition and mixed-use zones. No design permit would be required because design guidelines are clear.
- Allow smaller ADUs on smaller lots of less than 5,000 sq ft.
- Raise allowed ADU size to 640 sq ft on 5,000 sq ft lot (matching County regs)
- Allow larger 2nd floor ADU’s so long as they stay within the allowed size of 2nd floor additions
- Create checklists of objectives to help City departments meet the CAP goals. Such checklist would be especially helpful when evaluating a CIPs impact on the environment.
- Standardize and increase all parking fees in downtown area.
- Create more spaces for bikes and pedestrians on West Cliff Drive by routing traffic one way.
- “Unbundle” parking costs from housing costs.
- Add an item that puts the rail corridor planning and design on the task list of your proposed Land Use/Trans Team.

- ❖ Create a “Sustainable First” policy to guide city in making decisions on where to spend funds.
  - ❖ The Table of Action Items in the transportation category is a list of sub-goals. Make them action items instead.
  - ❖ Obtain conceptual proposals from vendors to design, build and operate PRT. Vendors who respond should convene a community conference.
  - ❖ Complete all segments of the rail trail/light rail within the City limits using state and federal funds, as well as private grant money, by 2020 in a manner consistent with preparations for increased freight and passenger use of the rail line.
  - ❖ Reorganize parks workers’ responsibilities so as to be able to maintain City parks without using a vehicle.
  - ❖ Prioritize building rail trail within city limits. Partner with businesses, non-profits and community groups to raise additional funds.
  - ❖ Provide level two EV charging stations and set goals and timelines for installation of charging stations in residential, commercial and public areas.
  - ❖ Make City’s intersection controls more efficient.
  - ❖ Provide preferential parking for EVs and carpools.
  - ❖ Put trolley and rail trail in place by 2015.
  - ❖ By 2020 at least 50% of all public schools in the city limits will have a safe physical route for students to ride or walk to the school as well as programs to encourage and educate the students to use the routes safely and appropriate enforcement for the routes. By 2030, we will have succeeded in implementing the program in all public schools excepting charter schools. The City will also attempt to implement the program in Charter Schools and Private Schools as feasible.
  - ❖ Increase business license fee to fund a Guaranteed Ride Home Program and transit discount for all employees who work in Santa Cruz.
  - ❖ Close Pacific Avenue to traffic.
  - ❖ Have BRT on Ocean Street
  - ❖ Provide all downtown employees with EA Transportation Services (emergency ride home, no interest bike loan, discounted bus passes)
  - ❖ Provide downtown dollar awards for downtown employees who use sustainable transportation.
  - ❖ Expand Ride Spring.
  - ❖ Complete the 98 bikeway projects the Bike Plan calls for.
  - ❖ Provide incentives for private purchase of alternatively-fueled vehicles.
  - ❖ Set goals and timelines for the installation of a significant enough number of charging stations in residential, commercial and public buildings to enable increasing levels of electric vehicle ownership.
- Use City food waste to produce ethanol and allow the permitting of the ethanol gas station and little home stations
  - Modify zoning and provide incentives for development of pedestrian-oriented neighborhood centers in every neighborhood.
  - Create flexible guidelines for legalizing un-permitted housing additions and units.
  - Expand Transportation and Land Use Planning team to include UCSC/City committee as well as citizens.
  - “Name names” about specific projects that do and don’t fit that goal. (no gos are Hwy 1 bridge over San Lorenzo River and building a new parking garage downtown)
  - Increase decentralized business locations and promote neighborhood markets and mixed use development by modifying zoning laws to include commercial or mixed use zones in every neighborhood; Pacific Heights, Harvey West, Downtown, Upper Westside, Lower Westside, and Seabright
  - Add “Don’t widen Hwy 1 at the San Lorenzo River” as an action that will help reduce car trips within, through, to and from the City.
  - Put a bike facility on King Street.
  - Create parking incentives i.e., \$50/yr discount to any renter without a car.
  - Include a grocery and amenity store on campus
  - Investigate off-road transportation methodologies.
  - Do not widen Hwy 1 east of Morrissey.

#### COMMISSIONERS

- Tie CIP into CAP goals, change bylaws to have Commission review CIPs.

- 30% TIF to non auto projects, since 30% of trips are non-auto trips.
- Study viability of tourist shuttle
- ❖ Bring school buses back.
- ❖ Planning Commission should be represented along with the Transportation and Public Works Commission on the proposed Implementation Committee.
- ❖ Initiate a low cost “eco-pass” system that will offer annual bus passes at reduced rates
- ❖ Advocate for preferred parking for alternative vehicles
- ❖ Study viability of PRT, trolley system or other rail corridor options

## Chapter 6- Water Conservation and Solid Waste Management

### PUBLIC

- Give rebates for successful installation of water catchment systems, greywater systems (as per Soquel Creek WD) and the replacement of turf with drought tolerant landscaping.
- Increase the cost of water for those tiers above 5 ccf/billing period to pay for desal plant.
- Add biochar into list of actions
- Support new residential construction to have grey water leaching systems.
- Quantify and projected increase in emissions if the desal plant is built and used as planned.
- Convert residential landscaping to natives that have low water requirement.
- ❖ Reduce commercial water use by 10% by 2020.
- Include incentive to wrap exposed water piping with insulation.
- Demand that Soquel Creek Water District be zero footprint if we are to consider desal. If we are enabling neighbors to increase their footprint, we need to account for that somehow.
- Upgrade all objectives from 10% to 20%.
- Add specific measures to attain the goal of 10% reduction in per capita water usage.
- Imitate Soquel Creek Water District’s policy of preventing water demand from increasing.
- Consider rebates for graywater and water catchment like they do in the State of Arizona.
- Legalize local use of graywater to the maximum extent allowed by state law.
- Commit to passage of an ordinance in the City of Santa Cruz that results in no net increase in water demand from new development.
- Fund the infrastructure for water transfers between Santa Cruz and Scotts Valley and Soquel Creek Water Districts.
- Require dual flush and/or other ultra low flush toilets, water free urinals in new and renovated buildings of any size.
- Establish an ultra low water use policy for all new construction and remodels.
- Export excess winter surface water to Soquel Creek and Scott’s Valley Water Districts to reduce emissions from pumping and to allow for underground aquifer recharge during times when water is plentiful. Draw on their well water as an emergency drought measure.
- Withdraw UC agreement to allow expansion and destruction of both quality of life on campus for people and the environment.

### COMMISSIONERS

- ❖ Investigate allowing the use of composting toilets
- ❖ Discuss commercial and industrial uses of Water Reuse and Rain Capture as well.

## Chapter 7- Solar Santa Cruz

### PUBLIC

- Equip electric charging stations set up for electric cars and bikes, with solar and other renewable inputs.
- Independently or with the County, by 2016 establish an authority for Community Choice Aggregation, allowing electricity users to choose their electric energy provider and create opportunities for electricity providers, including PG&E, to create small scale power plants at appropriate locations throughout the city or county.

- ❖ Appoint a task force to develop a Peak Energy Report and incorporate their recommendations into General Plan and RDA plans.
- Investigate and plan for the installation of solar panels over key parking lots within the City.
- Adopt a policy that solar panels only be installed after reducing consumption by 25%
- Apply a luxury tax to those using a gross amount of energy that will go towards solar installations elsewhere.
- Include incentive for a water auditing program

#### Chapter 8- Partnership, Education, and Outreach

##### PUBLIC

- Tree/open space/gardens committee
- Work proactively with the Farmers' Market to develop permanent locations for Farmer's Markets in the central downtown and/or other areas.
- ❖ Encourage City purchases to be made locally. Amend p 74, last paragraph to read: "A final sustainable purchase procedure should include the ability to: 1. Offer a price preference of up to 15% for a sustainable and, when available, local purchase."
- ❖ Create a self-funding regional marketplace broker (based on Oregon Marketplace of the 80's-90's) that matches local (regional) businesses with other local businesses that can supply their needs, replacing imports.
- ❖ Work with local a non-profit to implement a program in which fruit trees, which are not otherwise harvested will be picked by volunteers, modeled after the Portland Fruit Tree Project.
- Tax incentives for private landowners to have healthy trees.
- Expand CATP to reach 25% of City residents and 100 businesses.

##### COMMISSIONERS

- ❖ Focus on education about climate change

##### Other

##### PUBLIC

- Have a bus evacuation plan ready for hotels and restaurants downtown.