

Framework

Heather Cruciano <heather.cruciano@gmail.com>

Fri 6/17/2022 2:49 PM

To:

- [ClimateActionCommittee@cityofsebastopol.org](mailto:ClimateActionCommittee@cityofsebastopol.org)  
<ClimateActionCommittee@cityofsebastopol.org>

EXTERNAL

Such an amazing document - thank you to all who must have put countless hours into the formation of this document.

One question: in your opening chart under wildfires you do not state loss of property and damage to infrastructure as an "Observed and Expected Impact". Is this because you do not see Sebastopol in danger of wildfires within our city?

I love the idea of establishing car free street areas in the city. I recently experienced this on a small section of Mission in SF which was begun during COVID and is still happening for a few hours on weekend evenings. It was delightful! Kids on bikes, parents with strollers, walkers, runners, skateboarders...

I also support the idea of a "park and ride" program, along with increase bus ridership or carpooling for school students, roundabouts to slow traffic, increased bike lanes and signals with bike sensors (I do really appreciate the bright green lanes that we now have), the urban forest plan, support of and inclusion of BIPOC ... and so much more (your list is a bit overwhelming but as thorough as can be which is fabulous.)

This could be on your lists but something I'd like to see is rainwater catchment instruction classes/groups or someone who could come to a neighborhood gathering and show us best ways to set one up.

I've been a home composter for over 25 years but can't really produce enough for my whole garden so I've relied on municipal sites. I was so sorry to lose the Mecham facility and would very much like our green waste to stay in our county and be available for residents to use. Less carbon emissions in shipping it miles away and a sense of ownership for the compost we create.

Thank you again for this massive undertaking.

Sent from my iPad

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Climate action framework  
Rick Coates <rcoates@sonic.net>  
Sat 6/25/2022 11:39 AM  
To:

- ClimateActionCommittee@cityofsebastopol.org  
<ClimateActionCommittee@cityofsebastopol.org>

## EXTERNAL

Nice sentiments but Sebastopol has yet to demonstrate that it is serious about moving away from the automobile.

Two things are mandatory if we intend to get people out of their cars and on foot and bicycle:

- 1) Safety. This means more off-road pathways away from auto air and noise pollution. Unprotected bike lanes are not a solution. The bike lane pictured in the framework is an abomination.
- 2) Conectivity. An entire network of connected bicycle paths is necessary. People need a system that connects them to business, parks and schools.

To get people onto buses requires two things:

- 1) High frequency. People cannot afford to wait long periods for buses.
- 2) Connectivity. Buses net to go where people need to go.

Rail is better than bus because:

- 1) Routes cannot be changed at the whim of managers. The public can easily see where they go.
- 2) Rail need not compete with cars for roadway. This makes them potentially faster than buses.
- 3) Business and housing develop around rail lines but not bus lines.

Sebastopol needs a rail connection to the Santa Rosa downtown SMART Station.

Rick Coates  
Executive Director  
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Promoting **EcoTourism and Green Travel**.  
**It's the Journey not just the Destination!**

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Comments on Draft Climate Action Framework

Ed Myers <edcm Myers@sonic.net>

Wed 6/29/2022 11:20 AM

To:

- ClimateActionCommittee <ClimateActionCommittee@cityofsebastopol.org>

## EXTERNAL

Congratulations to the Committee on a comprehensive and well thought out document.

I have long been concerned about the climate change challenge and have devoted a significant chunk of my career to energy efficiency work in public water and wastewater facilities. Absolutely we should strive to eliminate greenhouse gas emissions as quickly as possible. However, this has been widely known for at least the last 20 years since former Vice President Gore made this his signature issue. And the science community – those who understand the basics of the greenhouse effect at least – have known about it far longer. Yet, Figure 1 in the report shows Sebastopol's emissions have declined only nominally in the last 30 years. The same is true I believe for California as a whole, particularly if one were to account for all consumption-based emissions.

So one concern is 2030 as a goal for carbon neutrality, but I find no clear and detailed prescription for how this will happen. Yes, there are plenty of recommendations in the report, but in the real world, what measurable impact will they have? I have done statewide GHG emissions modeling for The Climate Center and the best I could achieve with aggressive but conceivably possible known measures (mainly electric autos, heat pumps, energy efficiency, green electricity, photosynthetic sequestration) was a 63% net GHG reduction by 2030. And that was for direct emissions only, it did not account for embedded emissions from consumption of imported goods.

But, with the exception of sequestration, that modeling was really about just about changing out the hardware of the energy generating and consuming systems. What I think is the most critical missing piece is understanding people's attitudes and behaviors. What changes are citizens willing to make for the good of climate? Most of the Sebastopol fossil fuel burning infrastructure (cars, homes, businesses) are owned by citizens. What they choose to do – and not do with that infrastructure – will determine the GHG emissions into the rest of the decade and beyond.

When we only focus on measuring current emissions, we're looking a lagging indicator – reflecting past choices about fossil fuel consuming infrastructure. So what I'd suggest to include in the climate action plan is a regular citizen survey to get leading indicators of where we may be actually headed. Questions like:

1. How long do you plan to keep your existing car(s), and when you replace them, would you consider battery electric vehicles?
2. Have you considered adding a heat pump to your house to reduce – or eliminate – the use of your gas furnace? If so, when might you do this?
3. Do you use a bicycle, e-bike, or public transit for errands close to home? If not, is there anything which would encourage you to do so?

And so on. Based on the answers, how much do we project GHG emissions will decline over time? What can we realistically expect by 2030?

Then, how do we influence changes in attitude, values, etc., that result in the changes we're promoting in fossil fuel consuming infrastructure and behavior?

While aspiring to ambitious GHG reduction goals has its place, aspirations alone don't get the job done. Unrealistic aspirations may cause people to tune out because it seems hopeless.

Hope this helps.

Ed Myers

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## CAF draft feedback

Josho Somine <joshosomine@gmail.com>

Wed 7/6/2022 9:40 PM

To: Phoebe Goulden <Phoebe.Goulden@rcpa.ca.gov>

### EXTERNAL

Hi Phoebe,

The draft document version I have is not comment-able, so I will just list my responses and suggestions below by page and section. I trust you already have a lot of feedback to integrate, and am not too antsy about my own, but feel free to be in touch if you have any questions or concerns.

First of all, in general, your work is awesome and we are so lucky to have you on board. Thanks very much for everything. The re-structuring from the last draft is highly effective. I will be focusing on tactical suggestions, and have no quibbles with the overall language details.

Page details below -- note that the number on the pages and the pdf index are not the same, I will provide both.

p. 19/20 - EV charger map in Seb has a bunch of random place tags, like Patrick Amiot, that should be turned off. I am assuming this is a Google map and can be tweaked.

p. 22/23 - Take Action - "Install a rain barrel". As a sustainable site planner and designer, I can assure you that the 50 gallons a rain barrel captures is truly negligible and not worth the effort and parts. Availability of storage volume is always a limiting factor on sites, and hardly anyone has the space to store enough water to make a dent in the amount used during our long dry season. That being the case, I would suggest 2 different Actions for this section: "Install rainwater tanks to store roof runoff for irrigation", and "Install rain gardens and/or bioswales to harvest and store rainwater in the soil and landscape". ('Retention swales' is the name for the hydrological function of the feature, 'bioswale' just means a planted swale, not sure if a term definition elsewhere would be implicated.)

p. 26/27 - Goals - Battery storage is not mentioned but is kinda implied by the ideas of 'ensuring energy sources are reliable...' and 'solar panels and other sources...' Not my field of focus, but wondering whether some mention of increasing and encouraging power storage would be appropriate in this section, as it's an important factor. (I know you get into those details in the Take Action & Appendix, but energy storage is a huge part of local resilience.)

p. 29/30 - Take Action - A bit curious that greywater ends up here in the 'Buildings & Energy' section rather than the previous 'Land Use' section. Just sayin'.

pp. 46-47/A-6-7 - Section 5 - Support equitable EV transition - Given that Sebastopol is a hub for several west county unincorporated townships, and many trips to Sebastopol start and finish in west county, it makes sense within this goal area to support the installation of EV chargers in related but less 'resourced' towns, like Forestville, Graton, Occidental, etc., or share resources on that front with those towns that have less staffing and budget.

pp. 49-50/A-9-10 - Section 3 - retain water, etc. - I would suggest adding specific language and actions about increasing stormwater detention and retention throughout the urban watershed, which would include both installing such features in public spaces and ROWs on the city front, and encouraging landowners to install rain gardens and retention swales and reduce runoff from their sites. (You hint at some of these things with the 'green infrastructure' language but that is a bit broad and vague for most people.)

p. 54 - Section 4 - water conservation etc. - Or the mention of residential rain gardens and retention swales / bioswales could go in this section.

p. 57/A-17 - increasing composting, etc. - I would suggest the addition of an action something like this: 'Explore partnerships for broadscale compost application with Laguna area dairies and ranches as hydrological neighbors' -- i.e., to increase soil health and sequestration capabilities throughout the local watershed which impacts downtown. There are already incentives for this from both sides, from Carbon Farming programs for the dairies through Goldridge RCD, and SB 1383 requirements for the city about which credit trading programs are being explored through Zero Waste Sonoma.

Hey, I think that's it for me for this round. Carry on, thanks again and keep in touch as needed.

All the best,

Josho Somine  
MLA, BFA, CPI

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