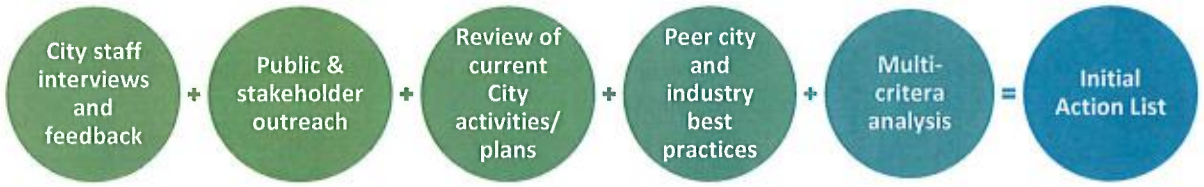
CASCADIA CONSULTING GROUP

To:	Nimisha Agrawal, City of Santa Clara
From:	Andrea Martin, Cascadia Consulting Group
Date:	November 2020
Subject:	**Initial Actions List for City of Santa Clara Climate Action Plan Update**

Introduction

This memorandum presents the initial list of actions for consideration in the Climate Action Plan (CAP) Update. This action list represents the culmination of an iterative development and review process that included interviews with City staff, outreach to targeted stakeholders and the public, a review of current City planning documents and activities, consideration of peer city and industry best practices, and a qualitative multi-criteria prioritization analysis (see Figure 1 below).

Figure 1. Development and Review Process for Initial Action List Development



Focus Areas

The initial action list is organized into the following focus areas:

Multi-Criteria Analysis

The criteria evaluated through the multi-criteria analysis (MCA) are presented in Table 1 below. Criteria were assigned relative weights based their perceived importance in meeting CAP objectives.

For each potential action, the consultant team assigned numerical rankings of 1 to 5 based on how well the action aligned with that criterion (1=very low alignment and 5= very high alignment). These rankings then underwent a weighted summation based on the criterion's assigned weight to arrive at an overall priority score for each action. The initial action list presented in this memorandum presents the top priority actions identified through this process.

Table 1. Criteria Evaluated in the Multi-Criteria Analysis of Potential Actions

	Criterion	Weight	Definition/Sub-criteria
	Impact	0.3	How likely is it the action will work to address plan goals and targets?
			Is the action addressing a major sustainability need (e.g., high GHG emissions source)?
	Cost	0.2	How affordable is the action to residents/businesses?
			How affordable is the action to the City of Santa Clara?
	Feasibility	0.2	Is there strong support for action from the resident and business community?
			Are there regulatory, political, or technological constraints?
	Equity	0.2	Do the benefits of the action reduce historical or current disparities among communities of color, low-income populations, and/or front-line populations?
	Co-benefits or synergies:	0.1	Does the action address multiple goals, other City or community objectives, and/or other City/community plans?
	TOTAL	**1.0**	

An example of how these criteria rankings result in action priority scores is presented below. Below are two actions Cascadia evaluated to prepare the City of Everett's (WA) CAP. While both actions have the same impact, cost, and co-benefits scores, the second action is substantially more feasible and somewhat more equitable. As a result, the second action received an overall higher score and better achieves Everett's climate action goals.

Action						Priority Score
Advocate for regional congestion pricing authority.	4	4	2	1	3	2.6
Accelerate "Complete Streets" policy implementation.	4	4	4	2	3	3.4

Buildings & Energy

STRATEGY 1: SHIFT TO ELECTRIC FUELS IN NEW AND EXISTING BUILDINGS TO ACHIEVE NET-ZERO CARBON BUILDINGS.

Action	Description						Priority Score
Electrification incentives & financing	Expand current financial incentives to accelerate electrification in new and existing buildings, which could include (1) options for low- or zero-interest financing; and/or (2) targeted upstream and midstream incentives to distributors and contractors. Rebates could be structured by income level and prioritized for rental units to be used for panel upgrades, passive home design features, electric appliances, heat pumps, and renewable energy generation coupled with storage.	3.5	3	3.5	4	2	3.4
Electrification outreach	Continue to promote commercial and residential energy efficiency and electrification through education and outreach, which could include creation of a clearinghouse of trained/certified contractors and professionals.	2	3.5	4.5	4	3	3.3
Electrification retrofit upon sale	Require electric panel upgrades upon sale and/or rental turnover for low-rise residential, and small multifamily and commercial buildings to facilitate the transition to clean electricity buildings and vehicles.	3.5	3.5	1.5	3	3	3.0
Municipal Electrification Action Plan	Work with regional energy partnerships to develop and implement an Electrification Action Plan for City facilities. This will include new and existing buildings, incorporate strategies to address energy storage, focus on highlighting any hurdles or solutions that would be applicable to the broader community, and leverage existing rebates.	2	3	3	3	5	2.9
Reach codes for new construction[1]	Implement proposed reach codes requiring: • All new single-family residences to be all electric OR mixed fuel buildings at least 10 Energy Design Rating (EDR) points less than the calculated total for the Standard Design Building.	3.5	3.5	3.5	3	3	3.4

[1] Note that all actions related to Reach Codes reflect the latest available draft Reach Codes, proposed by City Staff (updated July 2020). These codes have not yet been approved by Santa Clara City Council and are still considered to be under development.

Action	Description						Priority Score
	• All new multi-family residences 3 stories or less to be all electric OR mixed fuel buildings at least 11 EDR points less than the calculated total for the Standard Design Building. • All new non-residential/commercial construction (except office and retail) or new multi-family residences over 3 stories to be all electric OR mixed fuel buildings 6% more efficient than the 2019 State Energy Code. • All new office or retail construction over 3 stories to be all electric OR mixed fuel buildings 14% more efficient than the 2019 State Energy Code.						

STRATEGY 2: MANAGE ENERGY DEMAND AND IMPROVE ENERGY EFFICIENCY.

Action	Description						Priority Score
Municipal energy retrofits	Continue to conduct comprehensive energy retrofits of existing City equipment and implementation of previously identified energy efficiency projects with a benefit-cost ratio of one or greater.	2	5	3.5	3	3	3.2
Equitable clean energy	Continue to provide free home-energy audits and upgrade incentives for low-income households and affordable housing developers and property owners.	2	3.5	4	4	3	3.2
Energy-efficient & electric-ready building code	Update local building code to increase energy efficiency standards and require electric-ready construction (e.g., electric wiring at appliance locations).	4	3.5	3	3	3	3.4
Pilot distributed energy resources at the City	Pilot technologies like energy storage, vehicle-to-grid charging stations, web-enabled devices and microgrids within City facilities evaluate their ability to reduce utility costs and carbon emissions.	2.5	3	2.5	3	4	2.9

STRATEGY 3: MAXIMIZE RENEWABLE ENERGY GENERATION AND STORAGE CAPACITY.

Action	Description						Priority Score
SVP Integrated Resource Plan (IRP)	Examine resource procurement and cost scenarios to provide 100% carbon neutral electricity to all customers sooner than the state mandate in SVP's next Integrated Resources Plan.	5	2.5	2.5	3	5	3.6
City-owned renewable energy projects	Continue to investigate the use of City-owned property for additional large-scale carbon-neutral energy and storage projects.	5	3	3.5	3	4	3.8
Renewable installations at municipal facilities	Install solar or other renewables at City-owned facilities.	3.5	3.5	3	3	3	3.3
Property owner access to renewable energy generation & storage	Expand financial assistance options to residents to increase the implementation of renewable energy generation systems and energy storage infrastructure, including streamlining of project permitting and expanding the City's solar grant program.	3.5	3	3.5	3	3	3.3
Promote grid improvements for SVP	Work with SVP on accelerating improvements to the energy grid or storage to ease the transition to renewable energy. These improvements may include subsidy and grant programs for electrification in existing buildings to reduce the cost of battery storage and electric vehicle charging/storage system installations.	3.5	3	3.5	3	3	3.3
Alternative fuel backups for data centers	Provide information and technical assistance to data centers to transition from diesel to lower-carbon backup generators (e.g., renewable diesel).	2	3.5	4	3	2	2.9
Data center renewable electricity options	Support convening of a data center working group to identify and implement renewable electricity purchasing options for commercial customers.	2	3.5	4	3	2	2.9

Transportation & Land Use

STRATEGY 1: TRANSITION VEHICLES TO ELECTRIC ALTERNATIVES.

Action	Description						Priority Score
Implement EV Blueprint	Implement the EV acceleration program in SVP's EV Blueprint. Priority actions include: • Expanding multi-unit dwelling and low-income charging availability. • Electrifying City fleets. • Expand public charging availability. • Electrify transit fleets.	3	3	4	3	4	3.4
Multi-family EV chargers	Implement proposed Reach Code to require all new multi-family units (20 or less) to install one Level 2 EV ready charging stations per unit. Require all new multi-family units (over 20) to install 25% of parking spaces Level 2 EV ready and 75% of parking spaces Level 1 EV ready.	3	3	4	3	4	3.3
Single family and two-family townhomes	Implement proposed Reach Code to require all new single family and two-family townhomes with: • 1st parking space to install Level 1 EV charging circuit. • 2nd parking space to install Level 2 EV charging circuit.	4	2.5	3.5	3	3	3.3
Commercial EV chargers	Implement proposed Reach Code to require all new commercial units (excluding office use) to install Level 2 charging stations at 6% of parking spaces and Level 1 circuits at 5% of parking spaces.	2.5	4	3	3	3	3.2
Office EV chargers	Implement proposed Reach Code to require all new commercial office units to install Level 2 charging stations at 10% of parking spaces, Level 1 circuits at 10% of parking spaces, and 30% EV capable.	4	2.5	3.5	3	3	3.3
Electrification of municipal fleet	Adopt a policy requiring a minimum percentage of new standard light-duty, medium-duty, and heavy-duty City fleet vehicles to be electric vehicles or use alternative fuels.	2.5	2.5	4	3	3	3.3
Heavy duty electric trucks	Partner with businesses and industries to accelerate transition of heavy duty trucks to electric through incentives or local tax credits.	3	3	4	3	4	2.9

STRATEGY 2: EXPAND USE OF NON-SOV TRANSPORTATION MODES.

Action	Description						Priority Score
Pedestrian and Bicycle Master Plan	Fund and accelerate implementation of the Pedestrian Master Plan and Bicycle Master Plan, focusing on 1) closing gaps in the bicycle network with a focus on high demand arterials; 2) installing painted buffers and physical buffers on high stress roadways; and 3) implementing spot improvements in high traffic areas (e.g., bicycle detection, parking, and wayfinding elements).	3	3	4	3	4	3.3
Improve curb management	Incentivize projects that optimize curbside areas for low-carbon modes and reduce VMT, such as designated rideshare parking and loading zones, scooter and bike share docks, bike parking, electric vehicle charging stations, and autonomous vehicle loading zones.	3	3	4	3	4	3.3
Improve bike mobility	Increase public access to bikes, including electric bikes, implementing a bikeshare program, expanded bike parking, electric bike rebates, and other opportunities. The City should look to prioritize low stress facilities to encourage increased ridership.	3	3	4	3	4	3.3
Transit gap and improvement study	Partner with VTA to conduct a public transit gap study to increase transit use within the City.	2.5	3	3.5	4	3	3.2

STRATEGY 3: ADVANCE SUSTAINABLE LAND USE.

Action	Description						Priority Score
TDM requirements	Require plans for reducing vehicle miles traveled for all new developments over a square footage threshold (i.e., transportation demand management plans).	4	4	3.5	3	4	3.7
Target sustainable development in underutilized commercial strips	Require higher density development in underutilized commercial strips. These developments should include increased building heights, allowing projects to build out to approved densities, zoning changes to higher-density mixed residential, and consider opportunities for mixed land use and/or transit oriented development. Quantify the net benefits of specific plans.	3.5	2.5	3.25	3	4	3.2

Transit-oriented development	Introduce requirements and/or incentives to encourage transit-oriented development (TOD) in transit centers such as the Santa Clara BART station.	3.5	3	3.5	3	4	3.4
City-owned telecommuting centers	Expand telecommuting options. For example, by extending City-owned facilities such as libraries, supporting improvements to fiber infrastructure, extending remote work options to City employees.	2	3	4.5	3	2	2.9

Materials & Consumption

STRATEGY 1: INCREASE WASTE DIVERSION.

Action	Description						Priority Score
Comply with state solid waste ordinances	Comply with state solid waste ordinances, including AB1826, AB341, and SB1383.	4	2	3.5	4	4	3.5
Waste diversion pricing signals	Explore or promote existing incentives for recycling and composting and discourage landfill waste; for example: --University of California Cooperative Extension Compost Education program. --Environmental Days provided by Recology, household hazardous waste drop-off events, and battery recycling stations at City Hall, Corp Yard, and Fire Stations. --Collect used motor oil/oil filters/batteries/CFLs curbside. --Recyclestuff.org. --Countywide Bring Your Own Cup campaign, Reusable vs. Disposable, A La Carte, and South Bay Green Gardens.	3	3	4	3	2	3.1
C&D requirements	Expand requirements for C&D waste diversion beyond the current 5,000 square foot minimum.	3	3.5	4	2	2	3.0

STRATEGY 2: REDUCE LANDFILLED FOOD WASTE.

Action	Description						Priority Score
Technical assistance to top food generators	Provide education, outreach, and technical assistance to top food producers such as hotels, hospitals, corporate cafeterias, and campuses to prevent food waste, increase surplus food donations, and comply with SB1383. Options include food waste tracking software and food donation pickup services.	4	2.5	3.5	4	4	3.6
Food recovery and donation	Continue to partner with local agencies to implement an Edible Food Recovery Program as required under SB 1383. Establish an excess edible food baseline and then assist food recovery organizations in establishing pickup and redistribution.	3	3.5	4	4	4	3.6
Food recovery organization partnerships	Participate in regional partnerships for promoting food waste reduction, recovery, and security, such as Loaves and Fishes, A La Carte, Silicon Valley Food Recovery, Second Harvest of Silicon Valley, and the Santa Clara County Food System Alliance.	3	3.5	4	4	4	3.6

STRATEGY 3: ENHANCE SUSTAINABLE PRODUCTION AND CONSUMPTION.

Action	Description						Priority Score
Reuse of salvageable building materials	Promote organizations in Santa Clara County that process and sell salvageable building materials to building contractors.	2	4	4	4	3	3.3
City property consumption and waste diversion	In all City contracts and event permits, require that all third-party vendors provide and utilize compostable and/or reusable food service items to serve 50 or more people, and provide recycling and composting infrastructure.	3	3.5	4	3	2	3.2
Municipal Sustainable Procurement Policy	Implement a municipal Sustainable Procurement Policy to prioritize improvements for the highest emissions reduction impact purchasing decisions within each department, including vehicle and fuel purchases and low-carbon concrete.	3	3	4	3	2	3.1

Carbon-smart building materials	Educate architects, designers, and contractors to enable and promote carbon-sequestering and low-albedo building materials in new construction and renovations. This could include requirements for the disclosure and/or limit the embodied carbon emissions of buildings through whole-building or material specific policies.	2.5	3	4	3	3	3.2
Support for schools on low-carbon alternatives and solutions	Partner with Santa Clara Unified School District and SVP to implement low-carbon solutions. This may include working with the schools on energy efficiency and electrification, waste reduction and recycling, and sustainable purchasing.	2.5	3.5	4	3	2	3.0

Natural Systems & Water Resources

STRATEGY 1: INCREASE TREE CANOPY COVER

Action	Description						Priority Score
Right-of-way tree planting	Require residential tree planting in the right-of-way (between sidewalk and road) at time of sale.	3.5	2.5	2.75	4	3	3.2
Tree rebate program	Support private property planting of trees on currently paved surfaces through partnerships with current programs such as Our City Forest. Advertise services on the City website.	3	3.5	4	3	2	3.2
Plan for retiring trees and sidewalk uplift	Update City Tree Ordinance to develop a procedure for retiring and replacing trees (when they are dying or creating hazards), with an emphasis on species that maintain tree canopy, and prevent unintended consequences, such as sidewalk uplifts from tree root growth.	2	3	4	4	3	3.1

STRATEGY 2: ENHANCE ECOSYSTEM RESILIENCE.

Action	Description						Priority Score
Carbon farming on open space lands	Partner with resource conservation districts to increase carbon farming, creek restoration, wetland restoration, and local offset opportunities in open space lands.	4	3.5	4	3	4	3.7

Partnerships for compost management	Establish partnerships with organizations such as conservation districts to manage and utilize compost products from organics processing in compliance with SB1383.	3.5	3.5	4	3	3	3.5
Tree planting guide	Support local organizations (e.g., ReScape California) in developing a planting guide that prioritizes increasing available soil, carbon sequestration, resilience, and other equitably-distributed co-benefits. The guide could include information on native and climate-adaptive plants, how to properly apply compost and mulch, reducing synthetic fertilizers to support soil health, how to store more water in the ground, and how to store carbon in soil, plants, and trees.	1	3.5	4	3	2	2.6

STRATEGY 3: IMPROVE WATER SUPPLY & CONSERVATION.

Action	Description						Priority Score
Incentives for community water fixture retrofits	Encourage participation in Santa Clara Valley Water District's water conservation rebate programs. Expand the City's rain barrel and landscape rebate programs.	3	3.5	3.5	4	2	3.3
Fixture replacement	Expand replacement of inefficient water fixtures and appliances in high-end sectors (i.e., commercial, multi-family, and single-family).	3	3.5	4	4	2	3.4
Water data accessibility	Facilitate the sharing of geospatial data from the Silicon Valley 2.0 tool with Valley Water and wastewater managers.	3	3.5	4	3	3	3.3
Water-efficient landscaping requirements	Expand requirements for water-efficient landscaping practices, including requirements for cooling (trees, green roofs) and drought-tolerant native plants.	4	2.5	3	3	4	3.3
Diversify the community water portfolio	Continue collaboration with agency partners such as South Bay Water Recycling, Valley Water, BAWSCA, and SFPUC to diversify water supply portfolio and expand current sources. Diversified water portfolio towards drought resiliency could include utilizing a varying mix of surface and groundwater and requiring the increased use of recycled urban water in applicable sectors (e.g., irrigation, groundwater recharge, dual pump, cooling towers).	3.5	3	3.5	3	2	3.2

Action	Description						Priority Score
Require recycled water connections for new development	Require the use of recycled water for all non-potable uses where recycled water is available, per City Code 13.15.160. Require all new development where applicable to connect to the recycled water distribution system in order to provide recycled water for approved uses at the development site.	3.5	3	3.5	3	2	3.2

Community Resilience & Wellbeing

STRATEGY 1: IMPROVE COMMUNITY RESILIENCE.

Action	Description						Priority Score
Community resilience networks	Support neighborhood-based organizations and businesses in development of Neighborhood Resilience Hub Programs to prepare residents and respond to climate change. Identify suitable locations for resilience hubs, cooling centers, disaster assistance and supplies. These locations will also need to develop backup power sources in the event of a power outage.	3.5	3	4	4	4	3.7
Support for people experiencing homelessness	Expand support services to people experiencing homelessness during all extreme weather and hazard events (e.g., extreme heat, flooding, wildfires).	3	3	3	5	4	3.5
Community climate action grant	Establish an annual micro-grant program to support local citizen-led projects and programs that will reduce emissions, adapt to climate change, and enhance equity.	2.5	4	3	4	3	3.4
Incentives for adaptation upgrades	Offer rebates and/or other financial incentives to encourage adaptation upgrades (e.g., cool roofs, green roofs, cool pavement) and installation of low-emissions space-cooling devices (e.g., ceiling fans, heat pumps), which increase resilience cost-effectively and with a lower environmental impact.	3	3	4	3	2	3.1

STRATEGY 2: PREPARE FOR CLIMATE CHANGE.

Action	Description						Priority Score
Restrict high-hazard development	Restrict development in high-hazard areas.	3.5	4	4	3	3	3.6
On-site & natural stormwater systems	Integrate natural stormwater systems within site and building design to expand on-site stormwater management capacity.	3.5	3.5	4	3	3	3.5
Reduce urban-wildland fire risk	Reduce wildfire risk in natural landscapes by investigating opportunities within zoning, home construction, and fire safe building and landscape codes for the urban-wildland interface. Ensure that vegetation management incorporates habitat management principles.	3	3.5	4	3	3	3.3
Low-albedo parking lots	As part of conditions of approval, require new parking lots to be surfaced with more sustainable pavement materials (e.g., low-albedo, permeable pavement, e-pavement, etc.) to reduce heat gain during extreme heat events, reduce energy consumption related to cooling, and reduce stormwater runoff.	3.5	3	4	3	2	3.3
Climate Resilience Capital Improvement Program (CIP)	Revise design standards to require climate considerations in development of discretionary CIP projects. Ensure that the infrastructure being developed will be designed with forecasted changes in climate (precipitation, temperature, wildfire, sea level rise) in mind.	3.5	3	3.5	3	2	3.2
Planned retreat strategies	Identify and consider relocation opportunities for critical facilities (i.e., planned retreat for structures at risk of recurring damages).	3	3.5	3	3	3	3.1

2/23/21 Item #5

Julie Minot

From:	Barbara Kelsey <barbara.kelsey@sierraclub.org>
Sent:	Monday, February 22, 2021 10:11 AM
To:	Mayor and Council
Cc:	Manager; Nimisha Agrawal; Gladwyn d'Souza; Gita Dev; Kristel Wickham; James Eggers
Subject:	Sierra Club comment letter re: Santa Clara's Climate Action Plan Update
Attachments:	Santa Clara City Council Letter - CAP 02.22.21.pdf
Follow Up Flag:	Follow up
Flag Status:	Flagged

To: City of Santa Clara Mayor Gilmore, Vice Mayor Chahal, and City Councilmembers Watanabe, Hardy, Park, Jain, and Becker

Cc: City Manager Santana and Associate Planner Agrawal

RE: Santa Clara's Climate Action Plan Update

We live in a climate crisis which threatens the survival of organized human life on Earth. Meanwhile, the federal government has weakened environmental regulations and accelerated the construction of fossil fuel projects. However, strong climate policies from Bay Area cities are already influencing state level policy. Time is running out, and our best opportunity for climate action is for cities to lead the way with strong local policies. Please see our full comment letter attached including our Climate Action Plan Assessment Form.

We appreciate the opportunity to present you with recommendations for climate action and are available for any further clarification. We look forward to working with Santa Clara staff and City Council to create the strongest Climate Action Plan possible.

Respectfully submitted,

Gladwyn d'Souza, Co-Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Gita Dev, Co-Chair, Sustainable Land Use Committee, Loma Prieta Chapter, Sierra Club

Kristel Wickham, Climate Action Leadership Team, Loma Prieta Chapter, Sierra Club

POST MEETING MATERIAL

Cc James Eggers, Executive Director, Loma Prieta Chapter, Sierra Club

sent by:
Barbara Kelsey
she/her/hers
Chapter Coordinator
Sierra Club, Loma Prieta Chapter
3921 E. Bayshore Rd, Suite 204
Palo Alto, CA 94303
barbara.kelsey@sierraclub.org

Please note that our Chapter office in Palo Alto is closed at least until July 4, 2021 so email is the best way to contact us. Thank you.

SIERRA CLUB
LOMA PRIETA CHAPTER

Serving San Mateo, Santa Clara, and San Benito Counties

February 22, 2021

To: City of Santa Clara Mayor Gilmore, Vice Mayor Chahal, and City Councilmembers Watanabe, Hardy, Park, Jain, and Becker
(via email to: MayorandCouncil@santaclaraca.gov)

Cc: City Manager Santana (Manager@santaclaraca.gov) and Associate Planner Agrawal (NAgrawal@SantaClaraCA.gov)

RE: Santa Clara's Climate Action Plan Update

We live in a climate crisis which threatens the survival of organized human life on Earth. Meanwhile, the federal government has weakened environmental regulations and accelerated the construction of fossil fuel projects. However, strong climate policies from Bay Area cities are already influencing state level policy. Time is running out, and our best opportunity for climate action is for cities to lead the way with strong local policies.

According to the Risk Finder tool by ClimateCentral.org, the City of Santa Clara has property at risk during a 3 ft flooding event combined with sea level rise. The probability of a 3 ft flood event by 2030 is estimated at 35% – 68%, and by 2050 the probability range is 76 % – 100%[1]. In addition, the Silicon Valley 2.0 Climate Change Vulnerability Assessment tool[2] shows that by mid-century 27 million sq ft of buildings, 490 acres of land and 29 miles of roadway in the City of Santa Clara are classified as having High or Moderate Vulnerability to riverine flooding. By 2050, economic impact in the City of Santa Clara from replacement costs, interruption of economic activity, and loss of fiscal revenue is predicted at $4.5 billion mostly due to buildings and roadways affected by riverine flooding.

The only certain way to mitigate climate change and delay and minimize sea level rise and flooding is to dramatically reduce greenhouse gas emissions (GHG).

---

[1] ClimateCentral.org Risk Finder Assessment for City of Santa Clara: https://riskfinder.climatecentral.org/place/santa-clara.ca.us?comparisonType=place&forecastType=NOAA2017_int_p50&impact=Property&impactGroup=Buildings&level=3&unit=ft&zillowPlaceType=place

[2] Silicon Valley 2.0 Climate Change Vulnerability Assessment Tool using inputs of: Geography: City of Santa Clara / Climate Variables: Sea Level Rise, Riverine Flooding, Wildfire and Extreme Heat / Horizon Year: Mid-century- 2050 / Emissions Scenario: B1-Low / Sea Level Rise Scenario: zero cm and no storm surge / Assets: All assets selected (parcels, buildings, transportation, energy, wastewater, communications, hazardous materials and coastal protection). http://siliconvalleytwopointzero.org/vulnerability

To this end, we recommend that Santa Clara set GHG reduction goals well beyond the current state targets and focus its Climate Action Plan (CAP) on feasible mitigation policies that are, as advised by the UN's Intergovernmental Panel on Climate Change (IPCC), "rapid, far-reaching and unprecedented."

In addition, Santa Clara must strengthen itself against climate impacts by including a vulnerability and adaptation plan for relevant risks such as riverine flooding, extreme heat and wildfire impacts.

In order to support your development of a strong CAP, we invite you to complete the attached **Climate Action Plan Assessment Form**, which lists the elements of a CAP that we consider most critical. We recommend that Santa Clara streamline its CAP to focus on the measures that will achieve the largest reductions in greenhouse gas emissions and also consider adopting an abbreviated format,[3] so that the document is more accessible to all readers, including decision makers and members of the public. The "Multi-Criteria Analysis" in the Cascadia Consulting Group "Initial Actions List" only weights 'Impact' (like GHG emissions reduction) at 30% of the priority ranking which could end with leaving out actions that are necessary to achieve 2030 and 2050 targets.

We recognize the unique position of the city with respect to Silicon Valley Power (SVP). Community Choice Energy entities are accelerating the transition to renewable and greenhouse gas free electricity and SVCE (for example) already provides greenhouse gas free electricity to all customers - residential and commercial. Although there are complexities for SVP to transition completely from fossil fuels, it is likely the single biggest step the city can take to reduce greenhouse gas emissions. It is a critical and necessary step to take as soon as possible to leverage the gains in shifting residential and commercial new construction and existing buildings to all-electric.

We appreciate the opportunity to present you with recommendations for climate action and are available for any further clarification. We look forward to working with Santa Clara staff and City Council to create the strongest Climate Action Plan possible.

Respectfully submitted,

Gladwyn d'Souza, Co-Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

[3] For an example of an abbreviated Climate Action Plan, see City of Menlo Park 2030 Climate Action Plan, July 2020, https://menlopark.org/ArchiveCenter/ViewFile/Item/11486

Gita Dev, Co-Chair, Sustainable Land Use Committee, Loma Prieta Chapter, Sierra Club

Kristel Wickham, Climate Action Leadership Team, Loma Prieta Chapter, Sierra Club

Cc James Eggers, Executive Director, Loma Prieta Chapter, Sierra Club

Climate Action Plan Assessment Form

Please use the form below as suggestions for Santa Clara's Climate Action Plan Update and send it to the Sierra Club Loma Prieta Chapter's Climate Action Leadership Team at dashiell.leeds@sierraclub.org.

Action #	Description	Included in CAP?	Comments
1	**Adopt a bold goal** to reduce community wide GHGs by at least 80% by 2030, given that scientific findings now show California's goal of a 40% reduction is no longer sufficient to address the severity of the crisis.[4] Select Option 3 from Raimi + Associates memo from 11/3/20 Re: Recommend and Forecast GHG Targets	☐	
2	**Specify all resources** required to implement each action in the plan, including dollar amounts, staff hours and task owners.	☐	
3	**Identify approximately 10 easy-to-track metrics** to help Council members and the public gauge success of the plan and define a quarterly reporting frequency for those metrics.	☐	
4	**New buildings:** plan to immediately stop the expansion of natural gas fueled infrastructure by enacting a strong All Electric Reach Code[5] requiring all new buildings to be 100% electric. Mixed fuel options, even if highly efficient, will 'lock-in' natural gas usage for decades. Especially for residential where SVP provides GHG free electricity, all-electric is especially important.	☐	
5	**Existing buildings:** create a plan to reduce 80% of GHG emissions from existing buildings by 2030, which can be accomplished with a "Burnout Ordinance" paired with rebates and financing that together aim to phase out the burning of natural gas in existing buildings, as was proposed in Menlo Park's CAP.[6] The Cascadia Consulting Group's "Initial Actions List for City of Santa Clara Climate Action Plan Update" for Buildings and Energy Strategy 1 notes an action for "Electrification incentives & financing". As a first effort, we applaud the specific action to encourage fuel switching in existing buildings through "options for low- or zero-interest financing", specifically if payments are paid through the utility bill.	☐	
6	**Create a plan for reducing vehicle miles traveled by 25%**, which can be accomplished by a) rezoning to encourage higher density near transit and b) creating a Green Streets network[7] that makes the City easier and safer to navigate without a car.[8]	☐	

[4] Palo Alto has adopted a goal of 80% GHG reduction by 2030. Menlo Park's adopted goal is 90% GHG reduction by 2030.

[5] See pages 23 – 30 of Mountain View's Chapter 8 Building Code Modifications effective January 1, 2020. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=31140. See also Sunnyvale's all-electric reach code for residential and non-residential new construction effective January 26, 2021. https://sunnyvale.ca.gov/news/displaynews.htm?NewsID=645&TargetID=49

[6] City of Menlo Park 2030 Climate Action Plan, July 2020, https://www.menlopark.org/ArchiveCenter/ViewFile/Item/11486

[7] Sierra Club Guidelines for a Green Streets Network: https://www.sierraclub.org/sites/www.sierraclub.org/files/sceauthors/u4142/Sierra%20Club%20Loma%20Prieta%20Open%20Streets%205-1-20.pdf

[8] For an example of a City that has implemented Green Streets, see Oakland's Slow Streets Program, https://www.oaklandca.gov/projects/oakland-slow-streets

7	**Create a plan to further increase access to electric vehicle (EV) charging**, especially for those living in multi-family housing and where charging can be done during the day, when clean solar energy is increasingly abundant on the electric grid. Please incorporate the proposed action for "Multifamily EV Chargers" when adopting the Reach Code.	☐	
8	**Create a plan to replace 100% of the City's municipal assets that currently use fossil fuels** with efficient electric alternatives, including but not limited to: gas pool heating equipment, gasoline and diesel municipal fleet vehicles, gas furnaces, gas water heaters and gasoline-powered landscaping equipment. These three suggested actions by Cascadia Consulting Group are a good start: "Municipal Electrification Action Plan", "Electrification of municipal fleet", and "Municipal Sustainable Procurement Policy>	☐	
9	**Create a climate adaptation plan** focused on protecting areas of the community vulnerable to riverine flooding and extreme heat events, as forecasted by the National Oceanic and Atmospheric Administration (NOAA) and Silicon Valley 2.0 Climate Change Preparedness Decision Support Tool.	☐	
10	**Create a Citizen's Advisory Commission or Sustainability/Environmental Commission** to support the development of the updated CAP, and then to review progress on the implementation.	☐	

2/23/21 Item # 5

Julie Minot

From:	sulphurbuckwheat@gmail.com
Sent:	Monday, February 22, 2021 12:41 PM
To:	Mayor and Council
Cc:	santa-clara-community-advocates@googlegroups.com
Subject:	21-974 Actions for Target Setting and Priority Strategies for Climate Action Plan (CAP) Update
Attachments:	SCCA Comments on Target Setting and Priority Strategies for Climate Action Plan (CAP) Update.pdf
Follow Up Flag:	Follow up
Flag Status:	Flagged

City of Santa Clara Mayor and Council,

Please find attached Santa Clara Community Advocates comments regarding Tuesday's agenda item:

21-974 Actions for Target Setting and Priority Strategies for Climate Action Plan (CAP) Update

Regards,
Jeff Houston
(510) 697-4796

POST MEETING MATERIAL

February 22, 2021

To: City of Santa Clara Mayor and Council
RE: Santa Clara's Climate Action Plan Update

The City is now in the process of comprehensively updating the CAP to extend the City's GHG reduction goals through 2030, and to address new State requirements enacted since the 2013 CAP was adopted.

Santa Clara Community Advocates provides the following comments/recommendations:

Provide specific steps to attain these goals and provide measures to track and confirm success. Only seven out of the 19 measures in the 2013 CAP have been completed.

We agree with 40% of the nearly 400 survey respondents in choosing option 3: Santa Clara chooses to set targets that are more stringent than State guidance, such as achieving carbon neutrality earlier than 2045.

Santa Clara has an imbalance between jobs and housing units. By 2040, the jobs to housing ratio will be almost 3:1, and the lack of affordable housing, which forces workers to drive longer commutes to Santa Clara, exacerbates GHG emissions related to transportation.

Target sustainable development in underutilized commercial strips (increased building height, zoning changes to higher density mixed residential)

The CAP target should align with adopted policy documents including the IRP. It should also be consistent with the existing Bicycle Master Plan, SVP EV Blueprint, the Santa Clara Urban Water Management Plan (UWMP), and any reach codes that are adopted.

- Bicycle safety is a concern and facilities are not on par with other adjacent cities
- Implement Pedestrian and Bicycle Master Plan.
- Close gaps in the bicycle network; painted buffers and physical buffers; spot improvements)
- Improve curb management (designated rideshare parking and loading zones, scooter and bike share docks etc.)
- Improve bike mobility (electric bikes, bikeshare program, bike parking, electric bike rebates etc.)

We agree with the guidance recently provided by The Planning Commission:

- Set an ambitious GHG emissions reduction target, exceeding the State mandate.
- The City of Santa Clara should project itself as a climate action leader.
- Emphasis should be on reducing Vehicle Miles Travelled (VMT), promoting Electric Vehicles and e-bikes and improving Electric Vehicle Infrastructure.
- Focus on data centers for opportunities to reduce GHG emissions.
- Facilitate telecommuting by providing reliable internet.
- Incorporate reach codes, with a preference for an all-electric reach code.

Thank you for your time and consideration. We look forward to continuing working with you to help make Santa Clara an inviting and great place to live.

Sincerely,

Santa Clara Community Advocates

Jeff Houston (Resident)

Betsy Megas (Resident)

About the Santa Clara Community Advocates: We have formed this coalition to provide input and support for a long-term solution to creating a more sustainable and equitable Santa Clara community. We advocate for solutions that improve walkability, provide diverse modes of transportation, and provide affordable housing.