



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: September 18, 2012
TO: Mayor and Councilmembers
FROM: Planning Division, Community Development Department
SUBJECT: Santa Barbara Climate Action Plan

RECOMMENDATION:

That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the Santa Barbara Climate Action Plan and Making Environmental Findings Pursuant to the California Environmental Quality Act.

EXECUTIVE SUMMARY:

The Santa Barbara Climate Action Plan (CAP) has been prepared in response to City General Plan and State legislative directives. The overall CAP purposes are to reduce the rate of carbon emissions generated in the Santa Barbara community that contribute to accelerated global climate change, and to plan for adaptation of Santa Barbara to climate changes, within a planning period to the year 2030.

The CAP acknowledges City efforts already undertaken or in place that reduce government and community carbon emissions. Future City strategies are identified for further reducing carbon emissions in government operations and the community. Community strategies involve incentives, voluntary measures, and requirements in the areas of energy efficiency, renewable energy, travel and land use, vegetation, waste management, and water conservation. The General Plan Update adopted by Council in December 2011 provided policy direction for the Climate Plan strategies in these areas.

The CAP analysis shows that annual citywide carbon emissions have already lessened to below the State target for total emissions in 2020. With implementation of Plan strategies, future citywide carbon emissions are forecasted to continue reducing and would surpass the AB 32 total emissions target at 25% below 1990 level in 2020. Per capita vehicle emissions are forecasted to surpass the SB 375 target for Santa Barbara County, at 30% below 2005 level in 2020 and 58% below 2005 level in 2030.

Climate change adaptation strategies include measures for community resilience planning, and additional sea level rise actions for technical information collection, detailed vulnerability analysis, and adaptation planning for facilities and coastal resource management, in accordance with recommendations of the Griggs report on sea level rise.

Target dates have been identified for implementation of identified strategies, although these targets are not an end unto themselves; the CAP endeavors to move beyond the State targets, based on long-term sustainability principles adopted in the General Plan. Plan monitoring and reporting will be coordinated as part of the General Plan Adaptive Management Program (AMP), along with periodic updates on climate change and the citywide carbon emissions inventory.

The draft CAP underwent a noticed public review period from June 21 through August 6, 2012, and the Planning Commission conducted a public hearing on July 19, 2012. Comments were received from individuals, agencies, and environmental, business, and community interest groups. The final Climate Action Plan was prepared with consideration of comments received.

The CAP is within the scope of the General Plan Update and Program Environmental Impact Report (EIR) analysis. An Addendum to the Program EIR was prepared to document the CAP's updated greenhouse gas emissions analysis, which shows that citywide greenhouse gas emissions would be lower than earlier identified in the EIR and would meet the State target, thereby constituting a less than significant impact.

For future project environmental reviews of greenhouse gas impacts, the Program EIR with Addendum update provides cumulative impact analysis and the Climate Action Plan functions as a citywide mitigation program.

DISCUSSION:

Policy Guidance for Climate Plan Preparation

The 2005 U.S. Mayors Climate Protection Agreement, endorsed by the City of Santa Barbara and 1054 other cities, directed cities to endeavor to reduce carbon emissions to meet the Kyoto protocol (7% below 1990 levels by 2012). Since that time, city of Santa Barbara government facilities and operations have met that target through concerted efforts in energy, transportation, waste management, and water conservation.

California Assembly Bill 32 (2006 Global Warming Solutions Act) identifies a target for reducing overall statewide greenhouse gas emissions to 1990 levels by the year 2020. The bill also directed development of a Scoping Plan, issued in 2008 by the California Air Resources Board (CARB), which identifies emission-reducing measures that can be taken by the State and different economic sectors. Local government climate action plans are recommended toward meeting the State emissions reduction target, and dozens of cities and counties have prepared them, with many more in progress.

Senate Bill 375 (2008 Sustainable Communities and Climate Protection Act) directs each Metropolitan Planning Organization (MPO) in the State to develop strategies to reduce vehicular carbon emissions through coordinated regional planning for transportation, land use, and housing to reduce vehicle trips and miles travelled. This

effort is underway for the Santa Barbara County MPO by the Santa Barbara County Association of Governments (SBCAG). The California Air Resources Board established year 2020 and 2035 targets for the Santa Barbara County region of 0% increase in year 2005 level of per capita carbon emissions from passenger vehicles.

The *Plan Santa Barbara* General Plan update adopted by City Council in December 2011 directed preparation of a comprehensive climate action plan per State legislation. The General Plan included a variety of updated sustainability policies and programs that also address climate change in the areas of energy, travel and land use, vegetation, waste management, water conservation, hazard avoidance, and emergency preparation. These policies and programs have received recent public review and decision-maker acceptance, and have been incorporated as the basis of the Climate Action Plan.

Carbon Emissions Inventories and Forecasts

Reducing the amount of carbon emissions generated in the Santa Barbara community together with communities across the world is intended to lessen the extent of future climate change and severity of its impacts. The Climate Action Plan establishes citywide carbon emission targets based on the State 2020 total emissions target (1990 level) and State 2020 and 2035 per capita vehicle emissions target for Santa Barbara County (2005 level).

Estimates are identified for citywide carbon dioxide and other heat-trapping greenhouse gas emissions generated from vehicles and equipment, natural gas and electricity usage, and the City's share of emissions from landfill decomposition and State Water Project electricity consumption.

A baseline citywide carbon emissions inventory (2007) and update (2010) are provided based on information from the General Plan traffic model, land use database, and utility company energy use data. Estimates of past emission levels in 1990 and 2005 are also provided because they are used for the State 2020 and 2030 targets.

Forecasts of future citywide carbon emissions are estimated for total emissions (2020) and per capita vehicle emissions (2020 and 2030), along with comparison to the year 2020 and 2030 targets. The analysis started with a "business as usual" forecast incorporating City growth assumptions used for the General Plan, then added emission reductions from State legislative actions, then added emission reductions from Climate Plan measures. This CAP analysis updates the prior greenhouse gas analysis done in the General Plan Update Program EIR.

The analysis shows that, with implementation of the Climate Action Plan, total citywide carbon emissions and per capita vehicle emissions would surpass State legislative targets for the years 2020 and 2030.

AB 32 target for year 2020: Total citywide carbon emissions reduced to 1990 level	
Citywide total carbon emissions compared to target:	
2007 baseline inventory	0.6% above 1990 level
2010 inventory	2.2% below 1990 level
2020 forecast - "business as usual"	18.9% above 1990 level
2020 forecast - State actions included	5.9% below 1990 level
2020 forecast – State actions & City climate plan included	25.0% below 1990 level
2030 forecast – State actions & City climate plan included	41.0% below 1990 level
SB 375 target for years 2020 & 2035: Per capita vehicle emissions at 2005 level or lower	
Citywide per capita vehicle emissions compared to target:	
2007 baseline inventory	3.1% above 2005 level
2010 inventory	4.0% above 2005 level
2020 forecast - State actions & City climate plan included	29.8% below 2005 level
2030 forecast - State actions & City climate plan included	58.2% below 2005 level

Carbon Reduction Strategies

The following summarizes Climate Action Plan strategies to reduce carbon emissions in City government and the Santa Barbara community.

Energy Efficiency and Green Building measures involve more efficient equipment and energy conservation practices in existing and new structures to reduce carbon emissions from electricity generation.

- Existing Strategies. Extensive efforts have occurred to upgrade energy efficiency in City government facilities and operations. Many similar private actions have been taken by individuals and businesses within the Santa Barbara community. City actions for the larger community have included more stringent energy conservation requirements for new structures, and City participation in programs such as Architecture 2030, South Coast Energy Efficiency Partnership, emPower, Built Green Santa Barbara, and the Green Business Program of Santa Barbara County.
- Additional Future Strategies. Plan strategies continue energy upgrades for City facilities, and voluntary and incentive measures for energy efficiency and green building in existing and new buildings throughout the City. Strategy 4 identifies stronger outreach, incentives, and requirements that could be instituted if periodic assessments determine that voluntary measures are not yielding sufficient progress.

Renewable Energy involves power sources that are not depleted (e.g., solar, wind, hydroelectric, biogas), which reduce carbon emissions from fossil fuel combustion for electrical generation and vehicle fuels. California law requires that by the year 2020, at least one-third of the State's energy is to come from renewable sources. Even with energy conservation, electricity demand is expected to continue rising during this period due to statewide population growth.

- Existing Strategies. Hundreds of solar voltaic panel installations have been installed by individual residents, businesses, and institutions in Santa Barbara. City actions have included solar installations at City facilities and Housing Authority projects; solar design guidelines and recognition program; and alternative energy facilities at the El Estero wastewater treatment plant.
- Additional Future Strategies. Plan strategies include additional City solar and hydroelectric projects; solar requirements for new construction; support for renewable energy technologies; and feasibility analysis of a community choice aggregation program for providing community power.

Travel and Land Use measures reduce the number of petroleum-powered vehicle trips overall and per capita vehicle miles travelled to lessen carbon emissions from combustion of petroleum fuels.

- Existing Strategies. City government operations have reduced carbon emissions with fleet vehicles using alternative fuels and technologies, efficient fleet vehicle operations, and reduction of City employee commute trips. City downtown mixed-use policies, improvements to bicycle and pedestrian facilities, and bus service funding have all supported trip reduction and the growth of alternative travel modes.
- Additional Future Strategies. Plan strategies include continued gradual improvements for bicycle, pedestrian, and transit facilities and services; continued support for transportation demand management measures (e.g., telecommuting, alternative work hours, ride sharing, car sharing, parking policies); continued support for alternative vehicle and fuel use (e.g., electric vehicle plug in stations); and land use and transportation policies that encourage walkable and bikable neighborhoods, and workforce housing close to transit and commercial services.

Vegetation, particularly older established trees, help combat climate change by removing carbon emissions from the atmosphere, as well as providing cooling shade.

- Existing Strategies. The City has an extensive urban forest of trees and vegetation within both public places and on private property. City programs in place include park and street tree maintenance and replacement; creeks restoration; and tree preservation policies and landscape guidelines.
- Additional Future Strategies. Plan strategies are for continued and updated tree management and protection programs and guidelines; planting additional trees; and open space protection and restoration.

Waste Management measures to divert materials from landfill disposal through waste reduction, reuse, recycling, and composting reduces energy use and emissions from product manufacturing and transport. In addition, methane generated from landfills is a very potent greenhouse gas that can be captured to reduce emissions.

- Existing Strategies. Citywide programs for waste diversion have resulted in substantial reduction of landfill disposal of waste. Programs include residential, business, and construction waste recycling and outreach programs; food scraps composting; and City government recycling and waste reduction practices.
- Additional Future Strategies. Plan strategies include partnering on regional waste management facilities; further City government waste diversion; and expanded community programs toward a goal of 75% waste diversion by 2020.

Water Conservation measures result in electricity savings from water transport and processing, and resulting carbon emission reductions.

- Existing Strategies. The Santa Barbara community has reduced overall water use by more than 2,000 acre-feet per year since the drought in the early 1990s. City programs in place include policies and guidelines for water conservation, landscaping, and recycled water; and public education, outreach, and incentive programs for water-wise landscaping and irrigation practices and equipment.
- Additional Future Strategies. Continued and expanded water conservation programs toward a goal of reducing per capita water use by 20% from a baseline use of 154 gallons per day to 117 gallons per day by 2020. 2009 per capita water use was measured at 130 gallons per day.

Climate Change Effects and Adaptation Strategies

Carbon dioxide remains in the atmosphere for decades, and with existing high levels, serious climate changes are forecasted in coming decades despite reduction efforts. Climate processes are complex, not completely understood, and not easily forecasted. Modeling efforts to date have been done primarily at global and regional levels. The timing, pace, and extent of climate change effects in Santa Barbara are uncertain, but more detailed research is expected to become available in coming years.

The 2009 California Adaptation Strategy report anticipates the following types of widespread climate change effects in California in the coming decades:

- Warmer temperatures (average annual temperature increase of 1.8 - 5.4⁰F by 2050), less pronounced in coastal areas
- Reduced precipitation (12 - 35% less annually by 2050), with less snowpack, reducing available water supply
- Sea level rise (averaging 7 inches by 2030, 14 inches by 2050) with effects on greater storm damage, inundation, beach loss, and coastal cliff erosion
- Increased frequency and severity of erratic and extreme weather (heat waves, droughts, wildfires, and large storms with storm surges, flooding, and erosion)
- Increased air and water pollution, and changes in pest and vector transmission
- Changes to agriculture/food supply, and increased summer energy demand

- Effects on wildlife and habitats, including a trend of ecosystems moving toward cooler climates
- Changes to local economies such as fisheries and tourism.

City and other agency programs are already in place providing ongoing planning for emergency preparedness, wildfire prevention and response, flood control, water supply and conservation, coastal hazard and resource management, planning for public services, biological resource protection. These ongoing City programs will need to continue to incorporate updated hazard assessments and plans for adapting facilities and resources to climate change effects (such as measures to strengthen in place, elevate, or relocate coastal facilities).

In fact, these types of updates already occur. As examples, the City's Long-Term Water Supply Program update adopted last year incorporated sea level rise forecasts into supply assumptions. Technical studies are underway in coordination with the U.S. Geological Survey to study seawater intrusion issues for groundwater management. Coastal facilities have incorporated sea level rise in improvement plans. The City Airport Department is coordinating with the Goleta Slough Management Committee to proceed with a more detailed sea level rise study for that area that will inform resource and facility adaptation planning. The Planning Division has updated sea level rise assumptions to be incorporated in technical studies for coastal area project permits, based on California regulatory agency direction. Similarly, cliff retreat rate assumptions used in technical reports for coastal area permits have been updated based on a geologic report for the Master Environmental Assessment update.

The Climate Action Plan incorporates adaptation strategies from the recent General Plan update that address emergency preparedness, wildfire, flooding, and water quality, adaptation planning for public and private development, sea level rise adaptation, bluff retreat, shoreline management, water supply planning, local food cultivation, and wildlife and habitat protection. The CAP also identifies a program for further community resilience planning for emergencies, as was recommended last year by the Planning Commission.

A February 2012 report on Santa Barbara vulnerability to sea level rise was prepared by Dr. Gary Griggs of U.C. Santa Cruz based on California projections (included as Appendix B in Volume 2 of the Climate Action Plan). Specific measures recommended in the report have been incorporated into the Climate Plan strategies. CAP measures addressing sea level rise include:

- Adaptation planning and coordination processes, including monitoring climate changes, vulnerability analysis and adaptation plans, establishing updated safety policies and development standards, coordinating with agencies, organizations and educational institutions, pursuing grant funding, and providing public information

- Monitoring, data collection, and analysis of sea level rise (for monitoring of sea level, cliff retreat, and beach profiles, collection of detailed topographic mapping, and development of projected future flooding and inundation maps)
- Sea level rise risk assessment and vulnerability analysis (for storm flooding, beach and cliff erosion, and permanent inundation).
- Incorporate adaptation in development (update guidelines for public and private development)
- Sea level rise adaptation (identify techniques, policy options, and costs, including for public improvements and utilities)
- Future inundation areas (consider policy options as part of adaptation planning, such as rolling setbacks, building restrictions, incentives for relocation, use of seawalls)
- Bluff retreat guidelines (update retreat rate formula used in development planning)
- Cliff erosion policies (identify updated relocation and drainage control policies)
- Shoreline management plan (coordinate with agencies and develop management plan for beach and cliff management)
- Beach erosion policies (consider policy options for beach management)
- Coastal ecosystems study (joint vulnerability and adaptation planning for wetland, beach & dune, riparian, intertidal zone and offshore kelp habitats)

Implementation and Monitoring

CAP implementation activities will be undertaken by a variety of City departments. Some will also be joint ventures with other local and regional agencies and organizations. Target dates of 2015, 2020, 2025, or 2030 have been identified for each of the climate plan strategies. Some established programs will be expanded, and some new programs will continue through the planning period to 2030. The Plan would be updated in 2030.

Climate plan measures applicable to new development will be implemented through City development design and permitting processes. As occurs now, these may include project design measures that would reduce carbon emissions (e.g., energy, water, waste reduction, landscaping, and travel design) and measures to avoid or address reasonably foreseeable climate-related hazards (e.g., sea cliff retreat, floodplains).

Monitoring and reporting on Climate Plan implementation will be coordinated to be part of the General Plan Adaptive Management Program (AMP) slated for forthcoming development, and would include:

- *Plan Implementation Reports*: Reports on the implementation status of climate plan strategies would be provided as part of regular AMP reports.

- *Periodic Emissions Inventory and Climate Change Updates:* As part of the AMP status reports in 2015, 2020, 2025, and 2030, additional monitoring information would be provided, including (1) an update to the citywide carbon emissions inventory and comparison to targets, and (2) updated information on climate change and future forecasts (e.g., pertaining to temperature, rainfall, storms and flooding, sea level rise, coastal erosion, biological resources, etc.)

Environmental Review

The Climate Action Plan is within the scope of the General Plan Update and its Program EIR analysis. Most strategies in the draft Climate Plan are policies and programs from the General Plan update that were evaluated in the Program EIR. Additional CAP strategies represent added detail and implementation measures consistent with the General Plan policy direction, and which present no new environmental issues or significant impacts beyond the impacts identified in the Program EIR. The California Environmental Quality Act (CEQA) Guidelines direct that a Program EIR is intended to provide for analysis of cumulative effects and avoid subsequent duplicative reconsideration of the impacts of policy considerations.

The State CEQA Guidelines also provide that an Addendum to a prior EIR is prepared to document changes that make the prior EIR adequate for the current project action when the changes do not involve new significant impacts. An Addendum need not be circulated for public review but is attached to the EIR and considered by the decision-making body together with the EIR.

An Addendum to the Program EIR for the Climate Action Plan (included as Appendix D in Volume 2 of the Climate Plan) documents changes to the prior Program EIR climate change analysis to show lower citywide carbon emissions impacts based on the updated CAP analysis. The General Plan growth assumptions and Program EIR traffic model continued to be used in the refined CAP analysis. Lower citywide carbon emissions inventories and forecasts reflect State legislative actions that reduce carbon emissions across the State, and newer standard industry assumptions for vehicle through-trips and aircraft emissions.

CEQA case law provides that when using a prior programmatic EIR for CEQA review of a subsequent project, decision-maker CEQA findings are required to be made, to recognize significant impacts identified in the Program EIR. CEQA findings are included in the proposed Council Resolution for adoption of the Climate Plan.

State CEQA Guidelines provisions from Senate Bill 97 (2007) require greenhouse gas impact analysis as part of environmental review of projects. This also establishes that public agencies may provide for a communitywide greenhouse gas mitigation program through an adopted climate action plan. The Program EIR with CAP Addendum update will provide for cumulative greenhouse gas impact analysis for future projects. The

Climate Action Plan will function as a citywide mitigation program, which can streamline analysis needed by individual projects.

Public Review and Comment

The draft Climate Action Plan received a 45-day noticed public review period from June 21 to August 6, 2012.

The Planning Commission conducted a noticed public comment hearing on July 19th. Staff briefings were also provided at the Water Commission meeting of July 9th, the Council Sustainability Committee meeting of July 26th, and the Harbor Commission meeting of August 16th.

Attachment 1 provides a summary of public comments with staff responses; Attachment 2 contains comment letters received; and Attachment 3 provides advisory board meeting summaries.

BUDGET/ FINANCIAL INFORMATION:

Worldwide efforts to reduce carbon emissions and plan for adaptation to climate change will require cost investments by individuals, businesses, communities, and nations. Such measures also provide individual and community benefits beyond climate protection, including public safety, operational cost savings, economic and jobs benefits, enhanced security and less dependence on foreign oil, resource benefits, and public health/quality of life benefits.

Inaction on carbon reduction would be expected to result in huge costs to respond to future weather effects. The California climate web site references studies estimating the cost of effective climate mitigation in the range of 1-6% of global GDP annually, with inaction on carbon emissions involving much greater costs to respond to climate change effects, estimated at 14-20% of global GDP.

Implementation of City Climate Action Plan strategies will be taken up as part of existing, ongoing City operations and programs whenever possible. Implementation will go forward as budgets allow and are authorized through the annual budget process. Grant funding will be pursued to offset costs, as for example has occurred recently with substantial grant funding obtained for energy efficiency improvements at City facilities.

Many strategies identified for initial implementation actions in the period to 2015 involve already established activities that would continue on with additional area applications that would achieve further carbon emissions reduction.

Other strategies would require further efforts to identify costs and funding sources or budget resources. Examples are transportation facility improvements and programs involving development of new guidelines or ordinances. A number of the adaptation

planning strategies also fall into this category, including community resilience planning, further data collection and monitoring of sea level rise-related conditions, detailed sea level rise vulnerability analysis and adaptation plans for shoreline management, public facilities, and habitat protection. Periodic costs for updating the community carbon emissions inventories and reporting on plan status would also occur.

SUSTAINABILITY IMPACT:

Climate Action Plan measures are consistent with and implement City General Plan sustainability policies, in furtherance of energy conservation, renewable energy, traffic management, vegetation and natural area protection, waste reduction and management, water conservation, pollution prevention, reduction of hazards, and provision of public facilities and services.

The Climate Action Plan measures will incorporate further sustainability into City activities that involve managing City government operations and structures, citywide public services and facilities planning and management, development review and permitting, community education, incentives, guidelines, and regulations, programs for natural area protection and restoration, hazards management, and emergency preparedness.

Identified measures to reduce carbon emissions and adapt to climate changes provide community sustainability benefits other than climate protection, including the following:

- Operational cost savings from measures that conserve energy resources, water resources, and travel fuel, and reduce waste disposal.
- Generation of new businesses and jobs that benefit the community and local economy (e.g., new technologies and services for building retrofits, renewable energy, alternative travel, sustainable gardening, etc.)
- Security enhancement from reducing dependence on foreign oil and conserving our own oil and gas resources
- Conservation of energy, water, and landfill disposal capacity
- Reduced air and water pollution, reduced traffic, and health benefits of more walkable, livable neighborhoods
- Benefits to natural habitats

Notes:

Copies of the proposed Final Santa Barbara Climate Action Plan have been forwarded to City Council members under separate cover.

The Climate Action Plan documents are available on the City web site at:
http://www.santabarbaraca.gov/Resident/Major_Planning_Efforts/Climate_Action_Plan

- ATTACHMENTS:**
1. Summary of public comments and staff responses
 2. Public comment letters
 3. Advisory board meeting summaries

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SUBMITTED BY: Paul Casey, Assistant City Administrator

APPROVED BY: City Administrator's Office

Draft Santa Barbara Climate Action Plan PUBLIC COMMENTS SUMMARY AND STAFF RESPONSES

The following summarizes staff responses to public comments received on the Draft Santa Barbara Climate Action Plan during the public review period from June 18-August 6, 2012.

Support for the Climate Plan: Comments in support of implementing Climate Plan measures were received from Planning Commissioners, Water Commissioners, Harbor Commissioners, Navigant energy consultant, Santa Barbara Association of Realtors, Community Environmental Council, ecologist Wayne Ferren, League of Women Voters of Santa Barbara County, Heal the Ocean, Environmental Defense Center, and the Santa Barbara County Air Pollution Control District. Several of these commenters also proposed changes to the Plan to incorporate stronger policies or delete specified policies (see discussions below).

Corrections and Edits: The proposed final Climate Plan reflects corrections and edits to the text provided by Planning Commissioners, ecologist Wayne Ferren, the City Public Works Energy team, and the Air Pollution Control District.

Public Engagement and Education: Navigant energy consultants recommended incorporation of a more comprehensive community engagement and education program to motivate residents and businesses to do their part in addressing climate change.

Staff response: Current and ongoing City programs already incorporate community outreach and education components (examples: energy efficiency, solar, transportation, waste recycling, and water conservation programs).

Energy and Plumbing Upgrades at Time of Sale: The Santa Barbara Association of Realtors letter indicates appreciation that many Climate Plan measures are based on encouragement and voluntary measures, but requests removal of measures considering mandated energy and plumbing efficiency upgrades at time of property sales. It is viewed that such measures would unfairly add to costs and delays in home sales, and that any such mandates should be applied to all homeowners, not just homeowners selling homes.

Staff response: Strategy 4, the energy retrofit measure referenced, identifies stronger additional outreach, incentives, and requirements that are not mandated with Plan adoption but *may be considered in the future* if voluntary programs yield insufficient progress toward energy efficiency, as would be identified through the periodic reassessments of the community energy and carbon emissions inventory. A requirement for energy efficiency retrofits at the time of sale has been instituted within a number of California jurisdictions. This measure has also been identified as a model policy in State guidance documents for implementing Assembly Bill 32, as a measure that helps to provide for gradual upgrading of existing building stock within a community.

Similarly, Strategy 66 for plumbing retrofits provides that a program *may be* established to work with the real estate industry to require certification of water-efficient toilets in place at time of sale. This measure is consistent with City Long Term Water Supply Plan policies for achieving further water conservation improvements; is timed concurrent with Senate Bill 407 disclosure provisions (2017-residential, 2019-commercial); and is also intended to provide for gradual upgrading of existing building stock within the community.

Cost of Plan Implementation: David Gibbs cautioned against expending City resources to implement Plan measures, calling for more detailed cost and effectiveness analysis. A letter to the editor in the local media from Ted Solomon also noted limited resources and current economic conditions and asserted that AB 32 will drive up the costs of electricity, transportation fuel, and water, and will chase industry and jobs out of California.

Staff response: City budget constraints do not allow for Plan strategies to all be implemented immediately. Implementation measures will be taken up as part of existing, ongoing City operations and programs whenever possible. New programs will go forward as implementation program costs are further developed, and budgets allow and are authorized through the annual City budget process. Available grant funding will be pursued to offset costs, as for example occurred recently with substantial grant funding obtained for energy efficiency improvements at City facilities.

Climate Change Measures and Cost of Renewable Energy: Frank Diani of Goleta commented that Santa Barbara's contribution to global climate change is small and the climate change scare is oversold. He recommends Plan measures that encourage rather than mandate action. He disagrees with the measure involving narrowing of streets, as ineffective for reducing carbon emissions and dangerous to pedestrians and bicyclists. He cautions that the cost of renewable energy development is underestimated, and provides an article supporting this view.

Staff response: Global climate change is the cumulative result of incremental contributions to carbon emissions from communities worldwide, and incremental community contributions to global solutions are needed. Many of the community measures in the plan are voluntary in nature, involving guidelines, incentives, and education rather than requirements. The full text of the street width measure from the recently adopted General Plan update makes it clear that this would only be considered in limited circumstances where emergency access would be assured. The intent of the measure is to accommodate pedestrian and bicycle facility improvements, which encourage non-vehicle travel that helps to manage traffic and safety, and reduce carbon emissions. There is a range of opinion about which energy sources should replace the current level of fossil fuel use; many expect a transition to a combination of sources, including some continuing nuclear

and fossil fuel use, along with more renewable sources such as solar, wind, geothermal, and hydroelectric.

Stronger Carbon Reduction Goals and Actions: The Community Environmental Council (CEC) letter supports implementing Climate Plan strategies, but recommends that the Plan incorporate stronger carbon reduction goals and policies. A goal of 35% or 50% reduction below 1990 levels by 2020 is recommended. Stronger focus is recommended for three strategies identified as most effective in reducing carbon emissions: electric vehicle plug-in stations, renewable energy use through a community choice aggregation program, and parking pricing.

Staff response:

CAP Carbon Emissions Targets: Per the General Plan update adopted by City Council last December, the Climate Plan targets are based on Assembly Bill 32 and Senate Bill 375 carbon emission targets (respectively, 1990 level for total emissions in 2020; 2005 level for per capita vehicle emissions in 2020 and 2035.).

Santa Barbara has been implementing sustainable measures that have been reducing greenhouse gases for years in both City facilities and operations and the larger community in the areas of energy, travel and land use, vegetation, waste management, and water conservation. The community carbon emissions inventories in the Climate Plan demonstrate that with existing City and State policies in place, total Santa Barbara carbon emissions have already been reduced to below 1990 levels. Nevertheless, the Climate Plan identifies additional strategies to achieve further emissions reductions.

The Climate Plan forecasts estimate that with Plan implementation, Santa Barbara would continue to reduce carbon emissions, surpassing the State total emissions target at 25% below 1990 levels in 2020, and continuing to 41% below 1990 levels in 2030. The forecasts estimate that Santa Barbara per capita vehicle emissions would be 30% below the 2005 level in 2020 and 58% below the 2005 level in 2030. In addition, the Plan contains many policies and best management practices expected to be effective but which are not quantifiable (e.g., many green building, circulation improvements, waste management, water conservation measures, etc.) which will reduce emissions further. These measures are not incorporated in the forecast estimates but will be reflected in subsequent monitoring of the citywide emissions inventory.

CAP Strategies: Strategies for further installation of electric plug-in stations (Strategy 20), community choice aggregation (Strategy 8), and parking pricing management (Strategy 32), are included within the CAP and also reflect General Plan update policies adopted by City Council in December 2011. The Climate Plan provides for periodic assessment of the

citywide carbon emissions inventory status to evaluate progress on carbon reduction, and reconsideration of policies through the General Plan Adaptive Management Program during the planning period to the year 2030.

Electric Vehicle Plug-In Stations: The Climate Plan notes that the City fleet currently has 35% alternative fuel or technology vehicles. Strategy 14 in the Climate Plan provides for continued transition of the City fleet to use more alternative vehicle technologies and fuels, as is suggested in the CEC letter.

Eight electric vehicle charging stations have been installed at City parking facilities so far. The City continues to work toward further such installations, and is participating in the development of the Central Coast Plug-In Electric Vehicle Readiness Plan. Climate Plan Strategy 10 from the General Plan provides for expedited processing for infrastructure for alternative/advanced fuels. Strategy 20 on electric vehicle charging stations provides for installing additional electric vehicle charging stations at City parking lots, and working with the business community and community interest groups to identify areas, design standards, and funding sources to facilitate more installations within the community. This measure has been augmented in the proposed Final Plan to incorporate more specifics from the draft Readiness Plan regarding pre-wiring, appropriate locations for quick and slow charging stations, and land use parking provisions.

Community Choice Aggregation: Strategy 8 regarding community choice aggregation reflects the General Plan update policy adopted by City Council last December for a feasibility study as the first step. At a May 2008 Council meeting for consideration of this issue at CEC's request, the City Council directed a letter sent to CEC indicating City interest in participation in a feasibility study with other jurisdictions.

Parking Policies: Strategy 32 of the Climate Plan reflects the City's ongoing parking pricing management program and General Plan policies. General Plan policies in place specify that consideration to establish further on-street parking pricing provisions entails further study and a stakeholder process.

Prioritize Sea Level Rise Adaptation Planning: The Heal the Ocean letter outlines their concerns about sea level rise effects, particularly on flooding and public facilities, and urges the City to proceed quickly with more detailed adaptation planning for sea level rise effects, using year 2100 sea level rise projections.

Staff response: The Climate Plan recognizes sea level rise and its future effects on flooding and facilities as a serious issue. Adaptation planning strategies are set out in the Plan, to be implemented over the coming years within the 2012-2030 Plan horizon. These Plan strategies include obtaining additional coastal technical data, and analysis,

conducting more detailed risk and vulnerability analysis for sea level rise, and identification of adaptation plans for facilities and resources. The proposed Final Plan includes added reference to the issues of underground facilities and hazardous materials raised in the letter.

Implementation of sea level rise adaptation planning will require substantial additional work to coordinate among departments and with many other public and private stakeholders, including landowners, other local jurisdictions, technical experts, and State and Federal agencies.

The Plan identifies that there are ongoing City management processes that will incorporate and address these sea level rise issues, including for emergency preparedness, public facilities management and capital facilities planning, development permitting processes, resource management, and the budget process.

This already occurs. As examples, the City's Long-Term Water Supply Program update adopted last year incorporated sea level rise forecasts into supply assumptions, and technical studies are underway in coordination with the U.S. Geological Survey to further study seawater intrusion issues for groundwater management. The City Airport Department is coordinating with the Goleta Slough Management Committee to proceed with a more detailed sea level rise study for that area that will inform resource and facility adaptation planning. The Planning Division has updated sea level rise assumptions incorporated in technical studies for coastal area project permits based on California regulatory agency direction, and has similarly updated cliff retreat rate assumptions used based on an updated geologic report for the Master Environmental Assessment.

Adaptation planning will be based on the best available modeling information, with plans monitored and refined as more accurate information becomes available. Even at the global and regional level of modeling that is currently available, it is recognized that the further out the forecasts, the less accurate they are, because there are so many input factors that may change and cannot be as accurately predicted. Currently the multiple models for California sea level rise in the year 2100 identify projected rises within a large range between 31 and 69 inches, which presents difficulties for the purpose of developing specific adaptation plans.

Carbon Absorption Measures: The Environmental Defense Center asserts that the Climate Plan does not include specific measures to address greenhouse gas absorption as required by City General Plan Policy ER1.

Staff Response: The Climate Plan does include a programs on vegetation and carbon sequestration, including measures for protection and expansion of the City's urban forest.

Longer Range Carbon Reduction Goals: The Environmental Defense Center letter comments that in order for the Climate Plan to conform to its stated objectives, it should include strategies for reducing community greenhouse gas emissions to a longer-range target of 80% below 1990 levels by the year 2050 as set forth as a directive in Governor Schwarzenegger's Executive Order S-3-05.

Staff Response: The Climate Plan has a planning horizon to the year 2030 with emissions targets within this timeframe based on the AB 32 statewide total emissions target for the year 2020 (1990 level) and the SB 375 targets established for the Santa Barbara County region by the State Air Resources Board for 2020 and 2030 (2005 levels). Future Plan updates will be undertaken based on plan implementation and periodic monitoring of emissions levels. It is expected that ongoing climate change planning will continue toward further reducing carbon emissions past the year 2030 and through the end of the century. Emissions targets for longer-range periods and additional future carbon emissions reduction programs will be revisited in subsequent plan monitoring reports as part of the General Plan adaptive management program, and the Climate Plan update process.

At the community level, forecasting local carbon emissions reductions further into the future beyond 2030 becomes more problematic and speculative, as key variables affecting the forecasts, such as technological changes, State legislative incentives and regulations, and economic factors cannot be accurately predicted that far in advance. As such, there is a broad range of possible assumptions that could be employed in forecasting, resulting in a wide range of potential future emissions levels and a large margin of error. It is difficult to identify the best future City actions on that basis. However, even assuming no further substantial technological or State legislative changes that would substantially reduce emissions generation rates, Santa Barbara is on a good trajectory toward carbon emission reductions at 80% below 1990 levels by the year 2050 with the continuing application of identified emission reduction measures to more energy and travel activities throughout the community over time.

Although the City Climate Plan targets for the planning period to the year 2030 are based on the statewide emissions reduction objectives, the referenced Executive Order in fact only establishes statewide emissions reduction objectives and contains no directive for their application in this same way to each of the separate city and county jurisdictions in California. The only official State emissions target applicable to Santa Barbara at this time is the California Air Resources Board target for Santa Barbara County Sustainable Community planning for regionwide per capita vehicle emissions to not exceed 2005 levels in 2020 and 2035.

Offshore Marine Emissions: The Air Pollution Control District letter indicates appreciation for City support of efforts to reduce marine shipping emissions, and suggests that if the

City has any specific near-term goals to achieve reductions from shipping, they be included in the Climate Plan.

Staff Response: Strategy 38 in the Climate Plan provides for the City to support regional and State efforts to reduce marine shipping emissions, reflecting policy direction from the General Plan update adopted by City Council in December 2011. The Air Pollution Control District and Marine Sanctuary have taken the lead in efforts on this issue locally, and the City has participated in and supported these efforts, such as the recent proposal for reducing ship speeds to reduce emissions.

Carbon Emissions Inventories and Forecasts: The Air Pollution Control District letter questions emission reduction credits for Strategies 3 (energy-efficient building) and 8 (community choice aggregation) in the City forecasts. The letter asserts that only regulatory mandates should be used for assumed emissions reductions.

Staff Response: Assumptions used in calculating carbon reduction estimates for the Climate Plan strategies are contained in Appendix A of the Plan. The analysis used reasonable and conservative assumptions, following industry practice as well as protocols developed by the California Air Pollution Control Officers Association. The carbon reduction analysis for the energy-efficient building measure assumes continuation of a historical rate of voluntary retrofits in Santa Barbara and an average rate of efficiency improvements. The analysis of community choice aggregation assumed 40% renewables, a modest increase in the statewide 33% renewables portfolio target for utilities. This is based on the recent experience of utilities and other jurisdictions (e.g., SCE already achieved nearly 20% renewable by 2010; Marin County has a 50% renewables rate, and Santa Francisco is targeting 50% by 2020). It is not guaranteed that a community choice aggregation would be implemented within the City; however the potential appears great enough that it is reasonable to estimate potential GHG emission reductions from a modest CCA for purposes of estimating emissions reduction for CAP implementation.

For many years, the City has been using mostly incentives and voluntary guidelines together with some regulations to effectively encourage reduction of carbon emissions. The citywide emissions inventory demonstrates that citywide emissions have been reducing. Emission reductions for incentive and voluntary measures are estimated as part of emissions forecasts with assumptions based on historic experience and trends. Periodic future emissions inventories will verify future reduction levels, and CAP policies may be adjusted through an ongoing adaptive management program.

Use of Climate Plan in CEQA Environmental Review: The Air Pollution Control District letter questions the ability of the City to use the Climate Plan as a citywide mitigation

program for greenhouse gas analysis under the California Environmental Quality Act (CEQA).

Staff Response: The impact significance threshold for cumulative greenhouse impacts used in the certified Program Environmental Impact Report for the General Plan update and Climate Plan is whether the citywide emissions meet the Assembly Bill 32 carbon emissions reduction target of 1990 levels in the year 2020. The Climate Plan analysis demonstrates with carbon emissions inventories that currently meet the 1990 level target, and the forecasts show that further reductions would occur and citywide emissions would continue to more than meet the target in the future. Periodic citywide carbon inventories will be conducted to confirm this. Project evaluation guidelines provided in Appendix C of the Climate Plan identify how applicable climate plan measures will be incorporated in development projects. The Climate Action Plan provides the evidentiary basis for use of the Plan for evaluation of cumulative impacts and as a programmatic citywide mitigation program in accordance with the CEQA guidelines.

Carbon Emissions Forecasts are Estimates. Planning Commissioner Addison Thompson commented that the Climate Plan should make clear that emission forecasts are based on assumptions and are not precise but within a range.

Staff Response: Uncertainty in the carbon emissions inventory have been limited to the extent practicable by acquiring energy usage data from utilities and by using estimates of vehicle miles traveled that are derived from an empirical traffic model based on traffic counts and trip generation studies. Forecast estimates of future citywide carbon emissions and the effectiveness of carbon reduction strategies are based on assumptions and have inherent uncertainty. It is not possible to accurately predict factors such as legislation, technology, economic changes that can affect decisions and outcomes. Periodically the citywide emissions inventory will be updated to provide monitoring of progress and comparison against the forecasts. Assumptions used in estimating future emissions forecasts used current standard industry protocols, and are explained in Appendix A and summarized in the Climate Plan discussion of forecasting methodology.

Focusing on Large Energy Users. Planning Commissioner Mike Jordan asked whether Climate Plan measures could be structured to target those that use more energy, for example a large estate versus a small single family home or apartment, and a large parking lot versus a small one.

Staff Response: Climate Plan measures affecting individual residents and businesses are mostly voluntary in nature, and actions taken, such as efficiency retrofits or establishing a parking cash out program, would generally be proportional to the size of home or business to which it is applied. Any programs made mandatory could consider structuring the

measures to provide disincentives for large energy users. Water and utility rates are examples of measures that provide a higher rate as a disincentive for greater water or energy use. Incentive programs can also be used, such as rebate programs for energy and water efficiency retrofits; the City's program for free provision of water-saving landscaping and irrigation equipment; and General Plan land use policies that use a density incentive to encourage smaller, more affordable housing that would also have reduced energy and water use.

ATTACHMENT 2

Santa Barbara Climate Action Plan PUBLIC COMMENT LETTERS RECEIVED

June 27; email	Navigant , Jennifer Barnes
July 3; letter	Native American Heritage Commission, Dave Singleton, Program Analyst
July 17; emailed letter	Santa Barbara Association of Realtors, Jim Caldwell, President
July 23; email	David Gibbs
July 25; email	Frank Diani
August 2; emailed letter	Community Environmental Council, Dave Davis, Executive Director, and Michael Chiacos, Transportation Manager
August 6; emailed letter	Heal the Ocean, Hillary Hauser, Executive Director and James O. Hawkins, Associate Researcher
August 6; emailed letter	Environmental Defense Center, Nathan G. Alley, Staff Attorney
August 6; letter	Santa Barbara County Air Pollution Control District, Carly Wilburton, Air Quality Specialist, Technology and Environmental Assessment Division

Shelton, Barbara

From: Jennifer Barnes [jennifer.barnes@navigant.com]
Sent: Wednesday, June 27, 2012 9:37 AM
To: Shelton, Barbara; 'Gary Griggs'; Nicole Russell; 'jbailard@sedcontech.com'; 'Joe McFadden'; 'Misti Brucer'
Subject: RE:

Hi Barbara,

Thanks for sending this. We took a quick read through the final plan. Again, we think it's very comprehensive and didn't see any major red flags.

We do have one suggestion for comprehensive community engagement and education. When communications and outreach are mentioned, it is usually specific to a single program but, ideally, the City would create a cohesive, overarching brand platform and communications plan designed to engage stakeholders and motivate residents and businesses to do their part. Specifically, the communications plan would:

- Provide the community and stakeholders with a clear understanding of the overall sustainability plan;
- Use a single name and brand that will engage community members and resonate with various stakeholders;
- Be based on knowledge of what motivates residents and businesses to take conservation action, and what doesn't. Ideally, the City could update any research used for this every few years to keep up with changes in attitudes and awareness;
- Encompass the measure or program specific education campaigns mentioned throughout the plan to clearly demonstrate that the different programs and initiatives are aligned with a big picture, city-wide effort;
- Communicate the plan's goals and GHG emissions reduction progress on a consistent and ongoing basis; and
- Integrate the City's operational accomplishments to leverage "lead by example" messages and public relations opportunities.

Please let me know if you have any questions and thanks again for sending.

Jennifer

From: Shelton, Barbara [mailto:BShelton@SantaBarbaraCA.gov]
Sent: Thursday, June 21, 2012 12:41 PM
To: 'Gary Griggs'; Nicole Russell; 'jbailard@sedcontech.com'; 'Joe McFadden'; Jennifer Barnes; 'Misti Brucer'
Subject:

Hello,

This is to let you know that the City of Santa Barbara Draft Climate Action Plan has been released for public review through August 6th (see attached notice).

The Draft Plan documents are available on the City web site at the following link:
[http://www.santabarbaraca.gov/Resident/Major Planning Efforts/Climate Action Plan](http://www.santabarbaraca.gov/Resident/Major_Planning_Efforts/Climate_Action_Plan).

Thanks for your analytic input and peer review help on this effort.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-8251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
da_nahc@pacbell.net



July 3, 2012

Ms. Barbara Shelton, Project Planner

City of Santa Barbara

530 Garden Street; P.O. Box 1990
Santa Barbara, CA 93102

Re: SCH#2012061072; CEQA Notice of Completion; Addendum to Environmental Impact Report (EIR - 2009011031) for the "City of Santa Barbara Climate Action Plan Project;" located in the City of Santa Barbara; Santa Barbara County, California.

Dear Ms. Shelton:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC did conduct a Sacred Lands File (SLF) search within the 'area of potential effect (APE)' and Native American cultural resources were identified in the project area specified., City of Santa Barbara

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American

contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

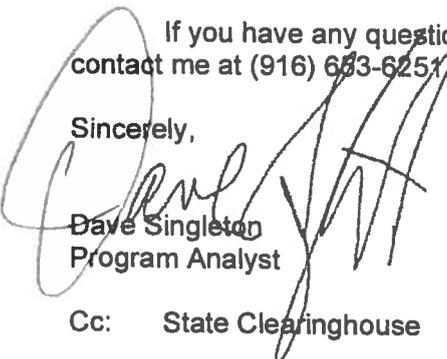
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts
Santa Barbara County
July 3, 2012

Ernestine DeSoto
1311 Salinas Place # 5
Santa Barbara CA 93101
805-636-3963
Chumash

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
(805) 640-0481
(805) 216-1253 Cell
Chumash

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell
Chumash
Tataviam
Ferrnandefio

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road
Grover Beach CA 93433
(805) 481-2461
(805) 474-4729 - Fax
Chumash

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517
Santa Ynez , CA 93460
varmenta@santaynezchumash.
(805) 688-7997
(805) 686-9578 Fax
Chumash

John Ruiz
1826 Stanwood Drive
Santa Barbara CA 93103
(805) 965-8983
Chumash

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait-Stennsle, Chairwoman
365 North Poli Ave
Ojai , CA 93023
jtumamait@sbcglobal.net
(805) 646-6214
Chumash

Gilbert M. Unzueta Jr.
571 Citation Way
Thousand Oaks, CA 91320
uhuffle@aol.com
(805) 375-7229
Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012061072; CEQA Notice of Completion; Addendum to the EIR 2009011031 for the Climate Action Plan; located City-wide; City of Santa Barbara; Santa Barbara County, California.

Native American Contacts
Santa Barbara County
July 3, 2012

Stephen William Miller 189 Cartagena Camarillo , CA 93010 (805) 484-2439	Chumash	Charles S. Parra P.O. Box 6612 Oxnard , CA 93031 (805) 340-3134 (Cell) (805) 488-0481 (Home)	Chumash
Santa Ynez Tribal Elders Council Adelina Alva-Padilla, Chair Woman P.O. Box 365 Santa Ynez , CA 93460 elders@santaynezchumash.org (805) 688-8446 (805) 693-1768 FAX	Chumash	Santa Ynez Band of Mission Indians Tribal Administrator P.O. Box 517 Santa Ynez , CA 93460 info@santaynezchumash. (805) 688-7997 (805) 686-9578 Fax	Chumash
Randy Guzman - Folkes 6471 Cornell Circle Moorpark , CA 93021 ndnRandy@yahoo.com (805) 905-1675 - cell	Chumash Fernandeño Tataviam Shoshone Paiute Yaqui	Carol A. Pulido 165 Mountainview Street Oak View , CA 93022 805-649-2743 (Home)	Chumash
Coastal Band of the Chumash Nation Toni Cordero, Chairwoman P.O. Box 4464 Santa Barbara CA 93140 cordero44@charter.net 805-964-3447	Chumash	Melissa M. Parra-Hernandez 119 North Balsam Street Oxnard , CA 93030 envyy36@yahoo.com 805-983-7964 (805) 248-8463 cell	Chumash

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Native American Contacts

Santa Barbara County

July 3, 2012

Frank Arredondo
PO Box 161 Chumash
Santa Barbara CA 93102
ksen_sku_mu@yahoo.com
805-617-6884
ksen_sku_mu@yahoo.com

Barbareno/Ventureno Band of Mission Indians
Raudel Joe Banuelos, Jr.
331 Mira Flores Court Chumash
Camarillo , CA 93012
805-987-5314

Santa Ynez Tribal Elders Council
Freddie Romero, Cultural Preservation Conslt
P.O. Box 365 Chumash
Santa Ynez , CA 93460
freddyromero1959@yahoo.
805-688-7997, Ext 37

Aylisha Diane Marie Garcia Napoleone
33054 Decker School Road Chumash
Malibu , CA 90265

Barbareno/Ventureno Band of Mission Indians
Kathleen Pappo
2762 Vista Mesa Drive Chumash
Rancho Pales Verdes CA 90275
310-831-5295

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012061072; CEQA Notice of Completion; Addendum to the EIR 2009011031 for the Climate Action Plan; located City-wide; City of Santa Barbara; Santa Barbara County, California.



July 17, 2012

Commissioner Bruce Bartlett
Commissioner John P. Campanella
Commissioner Michael Jordan
Commissioner Stella Larson
Commissioner Sheila Lodge
Commissioner Deborah L. Schwartz
Commissioner Addison Thompson
630 Garden St
Santa Barbara, CA 93101

Dear Commissioners,

The Santa Barbara Association of REALTORS® would like to take this opportunity to comment on the City of Santa Barbara Draft Climate Action Plan: June 2012 Public Review Draft. While reviewing the Climate Action Plan Draft we were pleased to continuously notice that many of the communitywide measures were based upon encouragement and voluntary actions as opposed to mandates. However, there are two specific communitywide measures that need to be addressed:

- 1) Page 2-22 – Measure 4 – Section (e)
Upgrades at time of sale. Adopt ordinance provisions to establish requirements for energy efficiency upgrades at the time of property sale to increase the efficiency of existing building stock.
- 2) Page 2-47 – Measure 66 – Section (e)
Toilet retrofits prior to building sales. To coincide with California state law Senate Bill 407, establish a program in 2017 (residential) and 2019 (commercial) to work with the real estate industry to require a certificate of compliance be submitted to the City that efficient fixtures are in place or installed at the time of sale prior to close of escrow. Consider allowing this certification to be made as part of the conventional private building inspection report process.

These two mandated time of sale communitywide measures unfairly burden home sale transactions. To place the burden of the whole community on only homebuyers and sellers is inequitable. These types of mandates are highly inefficient in getting all members of the community to comply with new standards. While some homes are sold every few years, many others remain with the same owner for many years, or even decades. Therefore, if new standards are really important enough to be mandated by law, then the implementation of those standards should be applied to all homes in the community. These mandates also add complications to sales transactions. Another step only delays the escrow process and adds more stress to the homebuyer and seller. The cost of retrofitting or of an inspection can cause the home sales price to increase drastically, leaving the potential homebuyer with an added expense, and possibly, the inability to purchase a home. Government mandates should be implemented, overseen, administered and applied evenly to the entire community. They should not target home sellers and home buyers.



When SB 407 was enacted in the State legislature, the point-of-sale aspect of the bill was removed by the author. The bill "requires, on and after January 1, 2017, a seller of certain residential real property to make a specified disclosure in this regard". In response to this, the California Association of REALTORS® added to the Transfer Disclosure Statement "water-conserving plumbing fixtures". With this disclosure in place mandating this point-of-sale is moot.

We would like to reiterate that these two point-of-sale mandates need to be eliminated from the City of Santa Barbara Draft Climate Action Plan: June 2012 Public Review Draft and all future documents.

Sincerely,

A handwritten signature in black ink that reads "Jim Caldwell". The signature is written in a cursive, flowing style.

Jim Caldwell
President



Shelton, Barbara

From: David Gibbs [davidgnsb@yahoo.com]
Sent: Monday, July 23, 2012 12:02 PM
To: Shelton, Barbara
Cc: cbolton@newspress.com
Subject: Comments on draft climate plan for city of Santa Barbara

Dear Planning Division Officers,

This plan does not contain any probabilities or even estimates of success or attach any costs for the various proposals.

How can a plan be voted on where there are no reasonable calculations of outcome and cost?

Is our local government oblivious to the importance of how we invest government time and \$ resources? Should they be done only after careful assessment and weighing where we can best apply our limited resources, especially in the current dramatic economic climate?

This appears to be a "Wish List", based on beliefs rather than careful study. Is this the next painted blue line?

Please do not present this draft, it is an embarrassment.

Sincerely,
David Gibbs
Santa Barbara, CA

Shelton, Barbara

To: Shelton, Barbara
Subject: RE: Mr. Campanella (et al at PC)

From: Frank [mailto:fpdiani@aol.com]
Sent: Wednesday, July 25, 2012 12:19 PM
To: Community Development PC Secretary
Cc: voices@newspress.com
Subject: Mr. Campanella (et al at PC)

SB City Planning Commission
Mr. John Campanella

et al, July 25, 2012

Last Saturday I read, with some interest, the SBNP article titled "City plan proposal would limit carbon emissions" by Ms. Bolton. A list was included of some measures the City might take to achieve low carbon emissions. In particular, 'renewable-energy' measures were suggested... etc.

While it is admirable for all of us to consider ways of reducing carbon emissions, the pressure to adopt a "Little Chicken-Sky is falling" mentality should be *courageously* avoided. We must also be *thoughtfully realistic* in evaluating the enormity of the task *and* especially the long time frame which a task of such *world-encompassing* magnitude will take. That is why "narrowing the streets in Santa Barbara" as a candidate solution, in particular, struck me as being an almost humorous solution.

There is a big world out there, a population of some 6 Billion people (give or take) living in both "developed" and "undeveloped" countries. And the total population I understand comprises less than 2% of the earth's surface. [The oceans, we are told, comprise some 70% of the surface.]

Therefore, it is obvious that the Santa Barbara area population of some 300,000 people (more or less), comprises only about 0.005% of the earth's population. With all due respect to this beautiful area, it is, therefore, only a tiny carbon contributor on the world's stage. China, India, (*populations of some 1 Billion each*) and other developing countries, are belching out tons of carbon emissions daily - in their *legitimate* quest to grow and develop. Which make Santa Barbara's contributions appear rather miniscule.

Regardless, I understand we have to *start* somewhere, but narrowing streets for instance, is not what many of us would put on the critical 'to-do' list. Dangers to bicyclists, pedestrians, some autos, etc. etc. are increased by narrower streets, unless of course those people are selectively "*mandated*" (a favorite government word these days) to *not use* those streets. *Encouraging more personal responsibility* and mature and use of existing energy source (enough with the "mandating"!), whether renewable or not, is the more desirable approach in my opinion.

This aside, I happen to believe that the values of 'renewable energy sources' are oversold and they are oversold because the whole carbon – emission – global warming-climate change scare has been oversold – *almost*, in my opinion, to the point of

fanaticism. In addition, the cost, efficiency and time for development of "renewable energy resources" has been grossly and irresponsibly *underestimated*.

Before you dismiss *these politically incorrect* concerns and opinions, I would appreciate your reading the referenced article with reasonable objectivity. The article was published in the IEEE Spectrum of July 2012. It is written by **Vaclav Smil, a distinguished professor in the department of environment and geography at the University of Manitoba, in Canada**. The article attempts to put the whole task of implementing "renewable energy" into proper, more realistic context. The article can also be viewed at:

<http://spectrum.ieee.org/energy/renewables/a-skeptic-looks-at-alternative-energy/0>

Respectfully,

Frank Diani
Goleta CA.

~~~~~  
FYI:  
~~~~~Opening paragraph ....

A Skeptic Looks at Alternative Energy

(IEEE Spectrum, July 2012; pp 46-52)

<http://spectrum.ieee.org/energy/renewables/a-skeptic-looks-at-alternative-energy/0>

It takes several lifetimes to put a new energy system into place, and wishful thinking can't speed things along

By Vaclav Smil / July 2012

In June 2004 the editor of an energy journal called to ask me to comment on a just-announced plan to build the world's largest photovoltaic electric generating plant. Where would it be, I asked—Arizona? Spain? North Africa? No, it was to be spread among three locations in rural Bavaria, southeast of Nuremberg.

I said there must be some mistake. I grew up not far from that place, just across the border with the Czech Republic, and I will never forget those seemingly endless days of summer spent inside while it rained incessantly. Bavaria is like Seattle in the United States or Sichuan province in China. You don't want to put a solar plant in Bavaria, but that is exactly where the Germans put it. The plant, with a peak output of 10 megawatts, went into operation in June 2005.

It happened for the best reason there is in politics: money. Welcome to the world of new renewable energies, where the subsidies rule—and consumers pay.

~~~~~



**Community  
Environmental  
Council**

26 West Anapamu St., 2nd Floor  
Santa Barbara, CA 93101  
tel: 805.963.0583 fax: 805.962.9080 • [www.cecsb.org](http://www.cecsb.org)

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Jules Zimmer

David D. Davis  
*CEO/Executive Director*

Printed on 100%  
recycled paper

August 2<sup>nd</sup>, 2012

Barbara Shelton

City of Santa Barbara CDD Planning Division

P.O. Box 1990 Santa Barbara, CA 93102

By Electronic Mail c/o [bshelton@santabarbaraca.gov](mailto:bshelton@santabarbaraca.gov)

**RE: City of Santa Barbara Draft Climate Action Plan**

Dear Barbara Shelton,

The Community Environmental Council (CEC) is a solutions oriented environmental non-profit, operating in Santa Barbara since 1970. We focus entirely on clean energy – renewable energy, sustainable transportation, and energy efficiency, and thus take great interest in the City of Santa Barbara's Draft Climate Action Plan. We've thoroughly reviewed the Plan and strongly support City of Santa Barbara efforts to reduce greenhouse gas emissions (GHGs) to the maximum extent possible, and fully implement all 68 measures in the Climate Action Plan (CAP). We also urge the City to set a higher target for GHG reductions and implement new measures as they become feasible.

The CAP shows that the City of Santa Barbara is on track to reach State AB 32 goals of reducing 2020 emissions to 1990 levels. Though the City may be meeting the letter of the AB 32 law, we are far from meeting the spirit of the law. While the City has made impressive strides toward GHG reductions through many worthwhile projects, the main reasons we are reaching the 1990 levels is because the City has low population growth and benefits from state actions such as the Renewable Portfolio Standard and Clean Car Rules. In fact, while the State is projected to grow 40% from 29.8 million people in 1990 to 41.7 million in 2020, the City's population is only increasing 7.6%, from 85,550 residents in 1990 to a projected 92,064 in 2020. Thus, faster growing cities in California must do much more to reduce GHG emissions to 1990 levels, whereas the City of Santa Barbara seems content to rest on our laurels. We were alarmed during discussions at the Sustainability Committee to hear Councilmembers asking why the City is even producing a CAP if we are on track to meet 1990 levels.

CEC urges the City to at least do as much as the average California city and set a more ambitious GHG reduction target. A 35% reduction from 1990 levels by 2020 would put us in the middle of the pack in terms of doing our per capita fair share, considering California's projected population growth. We urge the City to set a more ambitious goal of 50% below 1990 levels by 2020 that reflects our status as a green minded community and the birthplace of the environmental movement.

The CAP lays out many policies that collectively bring the City to 20% reductions by 2020 and 36% reductions by 2030. The City should pursue all these policies and build on them. For example,

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three of the largest policies, Alternative/Advanced Fuels (48,811 metric tons), Community Choice Aggregation (20,101 metric tons), and Parking Policies (31,466 metric tons) account for 72% of the calculated 138,561 metric tons reductions by 2020. These three large, community wide measures could be prioritized, focused on, and strengthened.

For example, with Alternative/Advanced Fuels, the City of Santa Barbara could accelerate efforts to make Santa Barbara a top adopter of electric vehicles (EVs, which currently reduce GHG emissions by 75% per mile compared to a gas car, and will improve as the grid gets cleaner in 2020). Reports from Nissan show that Santa Barbara is one of the top per capita markets for orders of the Nissan LEAF EV. The City of Santa Barbara could build on this by instituting policies to make Santa Barbara one of the most EV friendly cities in the country. While the City has recently installed eight charging stations, has EVs in the City fleet, and is considering new EV friendly policies, the City could accelerate these efforts by adding additional charging stations (including DC Fast Charging stations) at City owned parking garages, passing ordinances to pre-wire new and retrofitted buildings for charging stations, add additional EVs to the city fleet, and work with EV advocates to adopt all the recommended measures in the Plug in Central Coast EV Readiness Plan. While we are a small city, we could become an EV leader as the State of California seeks to have 1.5 million EVs in California by 2025.

For Community Choice Aggregation (CCA), the calculation of 20,101 metric tons was calculated by going from Southern California Edison's target of 33% renewables by 2020 to a modest 40% target. The Marin Clean Energy Authority, which started a CCA in 2010, is currently delivering 50% renewable energy to all customers at a lower cost than PG&E, and has a 100% renewable "Deep Green" option that over 1,000 accounts have signed up for. They are now expanding to allow other California cities outside Marin to join the program.

In summary, in order to follow the spirit of AB32, the City of Santa Barbara should set a target of at least 35% reductions from 1990 levels by 2020. This would position the City as doing our fair share of the average amount that other California cities are doing, considering the larger population growth that is occurring in other regions. CEC strongly urges the City to set a more ambitious goal of 50% that reflects our status as a green minded community and the birthplace of the environmental movement. This goal is achievable by implementing community scale programs that have been proven in other regions, along with building on the many successful environmental projects that the City has already undertaken.

Sincerely,



Dave Davis  
Executive Director



Michael Chiacos  
Transportation Manager



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Telephone (805) 965-7570; fax (805) 962-0651

August 6, 2012

Barbara Shelton  
City of Santa Barbara CDD Planning Division  
Mail: P.O. Box 1990  
Santa Barbara, CA 93102

**Re: Draft Santa Barbara Climate Action Plan**

Dear Ms. Shelton:

Heal the Ocean has had an opportunity to review the City of Santa Barbara's recently released Draft *Climate Action Plan* (CAP), together with the Santa Barbara Sea Level Rise Study (Griggs & Russell 2012) included in the CAP Volume 2 Appendices. We appreciate that while the City General Plan and the two Assembly Bills (32 and 375) focus heavily, as they should, on the reduction of carbon emissions, we are acutely concerned with the local impacts of sea level rise and greatly appreciate any specific attention the City can focus on this issue. Santa Barbara is, after all, a coastal city, and all coastal cities must be one step ahead of inland areas when it comes to sea level rise, particularly when sea level rise is combined with correlative groundwater rise, together with the predicted increase of storm events and coastal flooding. The impact to water quality is obvious.

**General Comment**

Heal the Ocean commends the City of Santa Barbara for its progress on a host of sustainability goals, including those specifically targeted at addressing global climate change. While our region only represents a very small contribution to total global emissions of greenhouse gases, it is still critical that we take proactive steps towards mitigating our GHG footprint in conjunction with other cities, states, and nations across the world. We look forward to the City continuing to build on past progress in ensuring that Santa Barbara upholds its commitment to the environment and the wellbeing of its citizens by implementing programs that will encourage the adoption of clean energy technologies.

While the mitigation of greenhouse gas emissions is a critical part of the global climate change puzzle, the draft CAP rightly recognizes, and also gives credence to, the necessity in addressing the *impacts* of climate change. In addressing adaptation to climate change, it is critical to note that the globe will experience *some* level of impacts due to a warming climate, even if we were to completely halt global emissions today.

Thus, it is not a matter of "if" anymore, but "when." – and most importantly, by how much. Sea levels will rise along Santa Barbara's coast, and groundwater will meet sea water.

Given the fact that Santa Barbara is a coastal city that will be impacted by a rising ocean, sea water intrusion, and coastal storm events, the draft CAP is tremendously vague in outlining specific areas of concern, and this vagueness, we feel, will leave the City wholly unprepared to prepare and respond to the dangers ahead. It is not too soon to list specific locations, areas, concerns and policies, such as those that guide building and planning. Under each area of concern, location and policy, there should be a list of the technologies and/or remedies that must be considered for immediate scientific inquiry, political, strategic work and even conceptual and/or feasibility engineering. This work should start now.

The timelines considered in the “Adaptation Strategies” of the Draft CAP are arbitrary, and in fact, may encourage a dangerous ennui. By 2020 the City will conduct a sea level rise risk assessment and vulnerability analysis (even though one was already just completed by Griggs & Russell), and after that it will consider short-term effects (from storms), intermediate-term effects (to 2050) and long-term effects (to 2100).

These benchmarks are unpredictable, because scientists are not quite certain how fast sea level rise will occur. As this letter is being written the news has hit that a giant Greenland iceberg, about 46 square miles in size, has broken off from the Petermann Glacier in northwest Greenland and is now heading to sea. The real problem, scientists say, is that this breakup weakens the ice shelf, and when ice shelves weaken or collapse entirely, as has happened in this instance, glaciers speed up, moving more ice off of land and into the ocean, with long term impacts on rising global sea levels. News reports on this event state that scientists predicted the breakup for summer 2012 with some accuracy, but that the breakdown of the Greenland ice as a whole is causing new concern. Even if the City of Santa Barbara didn’t have unpredictability to deal with, we know for certain that by 2100 – 88 years from now – Cabrillo Blvd., the El Estero Wastewater Treatment Plant (WWTP) and the Airport will be at serious risk for flooding due to considerable sea level rise.

It would save the City countless hours of investigation, planning and repositioning if its Adaptation Strategies started from the top down – in other words, from 2100. The City should conclude that it needs to start the planning process NOW for moving infrastructure (would we have spent so many millions rebuilding the Airport if we knew it would be unusable in 88 years – or potentially less?). The City needs to start the policy process NOW for building permits in expected floodplains. Establishing “mandatory rolling setbacks that move landward over time for future development or significant redevelopment in areas likely to be affected by sea level rise inundation within the expected lives of the structure”<sup>1</sup> in the Adaptation Strategies section 86a means that in the next eight years the City might approve development that could be flooded 80 years later?

On Page 52 of the Griggs & Russell Study a risk probability chart indicates that the inundation of Santa Barbara’s low lying areas from 2050 to 2100 is rated HIGH.<sup>2</sup> Instead of a program of assessing and reassessing down the road, should the City not begin to identify land for a new Airport, a new wastewater plant, etc. today? If building permits are allowed in the floodplain (old Estero area) now,

<sup>1</sup> City of Santa Barbara. *Draft Climate Action Plan*. Community Development Department – Planning Division. June 2012, p. 3-29. <<http://www.santabarbaraca.gov/NR/rdonlyres/14B57AB5-BAAF-49A8-9935-0D80B93ED32E/0/ClimateActionPlanforPrint.pdf>>.

<sup>2</sup> Griggs, Gary, and Nicole L. Russell (University of California, Santa Cruz). 2012. *City of Santa Barbara Sea-Level Rise Vulnerability Study*. California Energy Commission. Publication number: CEC-500-2012-XXX, p. 52. <<http://www.santabarbaraca.gov/NR/rdonlyres/D8DD2C50-3E0E-4DA5-A323-0C4F8B4CDF06/0/AppendixBwithCover.pdf>>.

should they require deeper footings/pilings, in the style of Mexico City, which is built on a lake), and should groundwater remediation plans not be mapped out immediately?

One realizes the unpopularity of immediate action. When Santa Barbara's Historic Landmarks Committee voted in 2007 to approve a "Thin Blue Line" project, wherein a light blue line 1,000 feet long would be striped throughout downtown Santa Barbara to show where the sea would rise if Greenland were to melt as a result of the global warming scenario presented in Al Gore's "An Inconvenient Truth," the proposal was met with immediate outrage – mostly from developers and realtors worried that such an artistic statement might diminish property values on the ocean side of the line. The idea was scrapped.

The propensity for procrastination on this issue is going to have to be abandoned, and the sooner the better. Buildings are supposed to last longer than 80 years, and so is the Airport. It is time for the public to realize that this is a problem of tremendous magnitude, and although it is not in our back yard today, it is coming and we need to start *specific* planning. Here is, as Heal the Ocean sees it, a partial list of subjects that should have been addressed from the standpoint of year 2100:

- **Flooding of the El Estero Wastewater Plant;**
- **Flooding of the Santa Barbara Airport (and coincidentally, the Goleta Sanitary District);**
- **Contaminated groundwater surfacing and mixing with ocean water in the City's old Estero and waterfront areas (among other areas);**
- **Buildings condemned, land unusable;**
- **Buried infrastructure – electricity, gas, sewer – flooded;**
- **Surf and storm damage to private and municipal waterfront properties.**

Heal the Ocean sits on the Climate Change committee of the Santa Barbara County Integrated Regional Water Management (IRWM) program, which uses Vulnerability Assessment Checklist. Before revising the Draft CAP into its final version, we recommend that the City consider their checklist, which includes:

- Salt intrusion into coastal aquifers
- Increased wildfires
- Infrastructure (residences, recreation, water and wastewater treatment, tourism and transportation) at less than 6 feet above mean sea level
- Current flooding during extreme high tides or storm surges
- Critical infrastructure within the 200-year floodplain
- Erosion & Sedimentation

Finally, **the City's Planning Commission Staff Report of July 12, 2012**, prepared for its public hearing on July 19, 2012, is a 15-page document mainly focused on the City's strategies for carbon reduction. These measures are fine and good; however, this staff report would have been strongly questioned by Heal the Ocean during that public hearing, which we unfortunately could not attend. Had we been there, we would have stated our puzzlement at Staff's list of Strategies, Target Date and Cost Considerations for a host of items, including a Part III Climate Change Adaptation List. There is on this list "Planning for adaptation," so perhaps the issues raised in this comment letter, and other serious adaptation issues, will be considered at this point (2020? 2030?).

But under “Public Services” there are issues such as “Local food cultivation,” “Community gardens,” and “Regional Agriculture” – and NOTHING on wastewater treatment, wastewater infrastructure or the Airport. This is unacceptable! On Page 3-11 of the CAP the following statement is made:

*“Much greater projected sea level rise in the period to the year 2100 (40-55 inches) could cover much of the waterfront area and into low-lying inland areas and the report deems the future impact to be of high probability and magnitude. Public facilities such as the El Estero Waste Water Treatment Plant and coastal roads would become vulnerable. The probability of increased flooding and permanent inundation on the Airport property by 2100 is rated very high.”*

Why wouldn't the Staff Report at least put these issues on the list? Heal the Ocean maintains that these issues are more important than “Community gardens” and “Local food cultivation.”

### Specific Comments

#### El Estero Wastewater Treatment Plant

The El Estero Wastewater Treatment Plant (WWTP) is one of many treatment plants along the U.S. coastline to be threatened by sea level rise. Several recent studies, including the City's own 2009 *Plan Santa Barbara*, indicate that the WWTP is vulnerable under long term sea level rise scenarios. Given the evidence, the Climate Action Plan CAP) must lay out more specific plans – from the standpoint of the Year 2100.

The potential impacts of WWTP flooding were outlined in a 2009 Pacific Institute report, *The Impacts of Sea-Level Rise on the California Coast*, “[i]nundation from floods could damage pumps and other equipment, and lead to untreated sewage discharges. Besides the flood risk to plants, higher water levels could interfere with discharge from outfalls sited on the coast.”<sup>3</sup> It doesn't need to be stated that discharges of untreated sewage for even a short period of time could lead to serious degradation of coastal waters.

The City's 2009 *Plan Santa Barbara* states that “[w]hile it does not appear likely that the plant could be subject to flooding with modest rises in sea level, projections show that the El Estero facility would be increasingly vulnerable over time to a 100-year flood event with a 4.6-foot sea-level rise.”<sup>4</sup> The Plan Santa Barbara's corresponding map also offers a compelling visual addendum to the preceding excerpt:

<sup>3</sup> Heberger, Matthew, et al. *The Impacts of Sea-Level Rise on the California Coast*. The Pacific Institute, May 2009, p. 62. <[http://www.pacinst.org/reports/sea\\_level\\_rise/report.pdf](http://www.pacinst.org/reports/sea_level_rise/report.pdf)>.

<sup>4</sup> City of Santa Barbara. Certified Final Program Environmental Impact Report for the *Plan Santa Barbara* General Plan Update – Volume I. AMEC Earth & Environmental, Inc., Sept. 2010, p. 18-11. <[http://www.youplansb.org/docManager/1000000694/18.0\\_Global\\_Climate\\_Change.pdf](http://www.youplansb.org/docManager/1000000694/18.0_Global_Climate_Change.pdf)>.

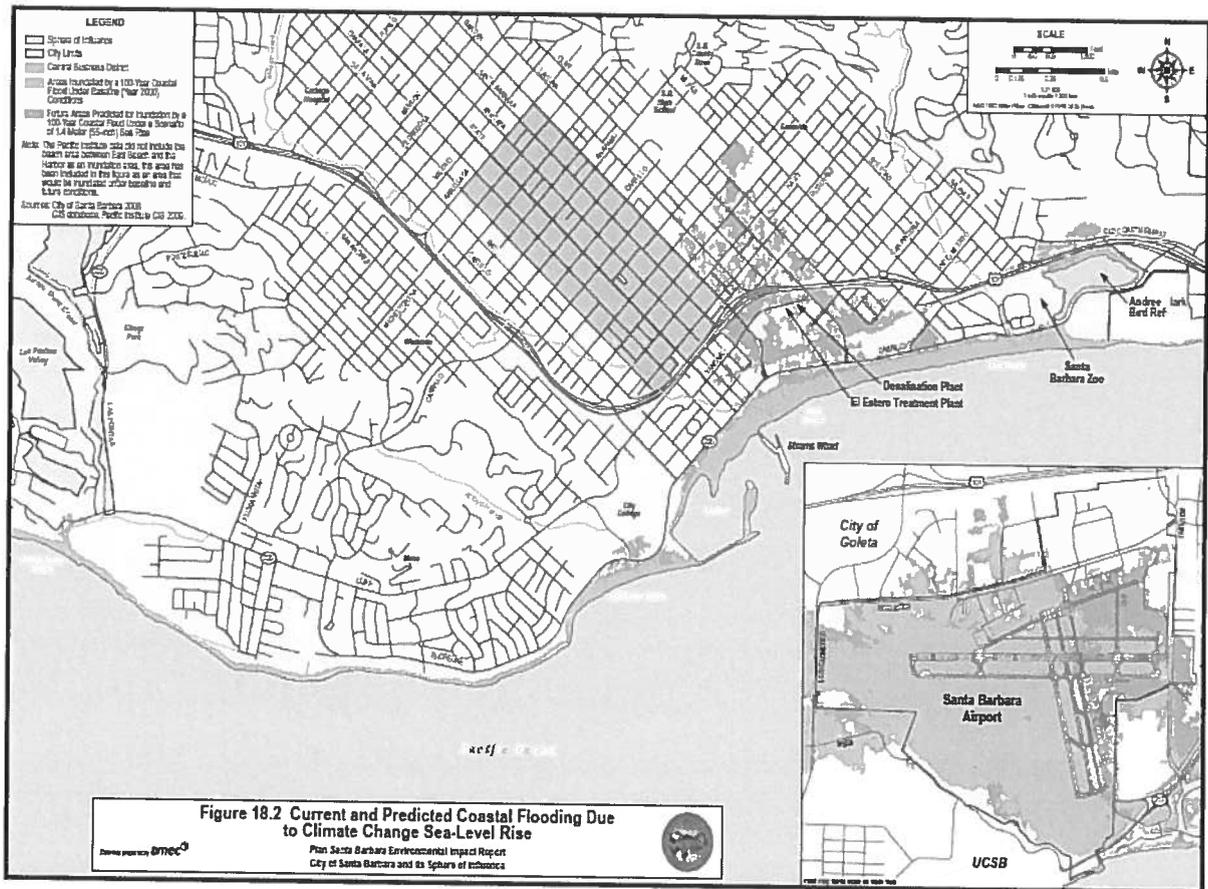


Figure 18.2 from Chapter 18 of Plan Santa Barbara<sup>5</sup>

Even if communities are indulging in “rollback” planning, Heal the Ocean believes Santa Barbara should not treat the flooding of the El Estero Wastewater Treatment Plant as a long-term planning concern. The City needs to begin looking at alternate technologies, alternate (higher) land areas for settling ponds, waterproofing equipment or facilities that cannot be abandoned, and so forth. According to the Pacific Institute study, 28 of California’s coastal wastewater treatment plants are “vulnerable to a 100-year flood event with a 1.4 m sea-level rise,”<sup>6</sup> and among the 28, Santa Barbara’s El Estero Treatment Plant is identified as being vulnerable under such a sea level rise scenario. The following map illustrates the extent of risk posed by sea level rise to California’s treatment plants:

<sup>5</sup> Ibid., p. 18-9.

<sup>6</sup> Heberger, Matthew, et al. *The Impacts of Sea-Level Rise on the California Coast*. The Pacific Institute, May 2009, p. 62. <[http://www.pacinst.org/reports/sea\\_level\\_rise/report.pdf](http://www.pacinst.org/reports/sea_level_rise/report.pdf)>.

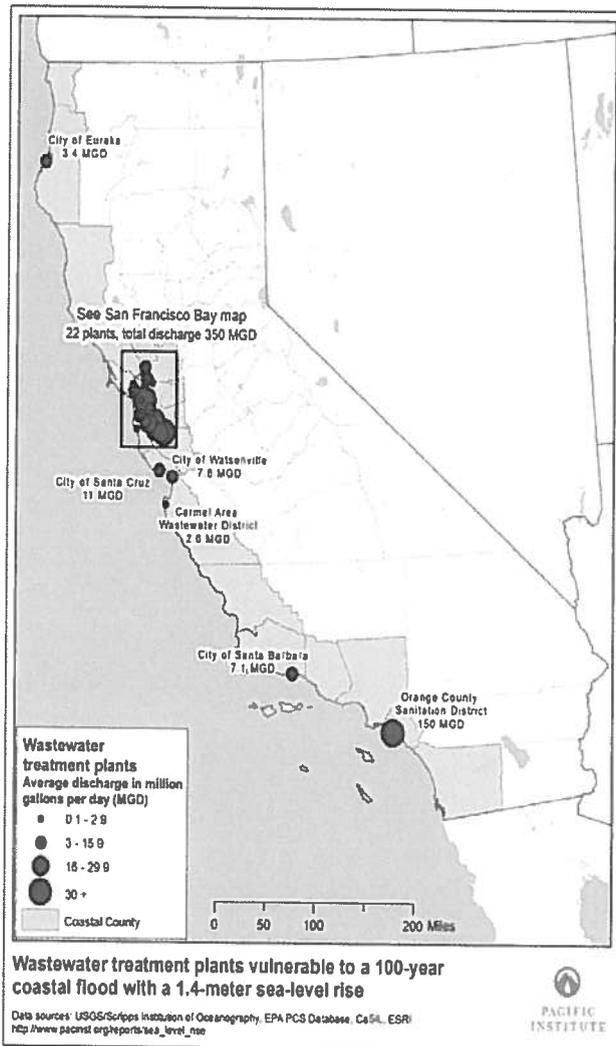


Figure 24 from the Pacific Institute Sea Level Rise Study<sup>7</sup>

Unfortunately, the CAP does not lay out sufficient measures to adapt to these risks. In fact, the Plan only recommends “*Adaptation approaches*,” implying that they may or may not be ultimately implemented. Even the “*approaches*” are vague, e.g.:

*Adaptation approaches: Additional detailed assessment of future area effects; programs addressing vulnerable resources currently located at water level, e.g., strengthening in place or elevation of infrastructure such as transportation, breakwater, pier, wharf, and buildings; or phased relocation; land use policies and standards for new development”<sup>8</sup>*

When? Where? How? Simply stating that the City will implement “programs addressing vulnerable resources” does not offer a rigorous enough plan for adapting to climate change.<sup>9</sup>

<sup>7</sup> Ibid., p. 63.

<sup>8</sup> City of Santa Barbara. *Draft Climate Action Plan*. Community Development Department – Planning Division. June 2012, p. 3-11. < <http://www.santabarbaraca.gov/NR/rdonlyres/14B57AB5-BAAF-49A8-9935-0D80B93ED32E/0/ClimateActionPlanforPrint.pdf>>.

<sup>9</sup> Ibid.

The CAP Appendix 2 Griggs & Russell study states that “sea-level may necessitate the modification of plant facilities or operations in the **coming decades** [emphasis added].”<sup>10</sup> While this is clearly a long term problem, that does not exclude planning in the short to medium term.

**Given the evidence cited above, it is clear that sea level rise poses a serious threat to the City’s wastewater infrastructure. The City must more clearly spell out its strategy to address these issues within this iteration of the *Climate Action Plan*. The CAP needs to offer more specifics on this question, at least a list of strategies to be studied in the immediate future.**

### **Flooding of the Airport**

This issue is briefly addressed in our General Comment, above. Why wouldn’t the CAP at least list the issue of alternate sites? The current Airport will be flooded by 2100. Was it prudent to rebuild the Airport in its present location, and where should it go next?

### **Sea Level Rise and Groundwater**

The ebb and flow between ocean and groundwater is well known. Many coastal communities are already addressing seawater intrusion by injecting recycled water into the groundwater. In 2009, the USGS published a report, *Sources of Fecal Indicator Bacteria in Urban Streams and Ocean Beaches*, J.A. Izbicki et al., which examines this hydrologic connection. Performed in conjunction with the City of Santa Barbara and with contributory funding from Heal the Ocean, the study (2005-2007) is one of the first serious examinations of the relationship between groundwater contamination and the ocean, and made the definitive conclusion that when the ocean comes in, groundwater levels go up.

The City of Santa Barbara has shallow groundwater areas all throughout its boundaries, particularly in the old Estero area (see again **Figure 18.2 from Chapter 18 of the *Plan Santa Barbara***<sup>11</sup> reproduced above). It is not just the ocean that will rise and flood the coastline, the accompanying rise in groundwater will occur, and instead of joining together under the land, it will take place on the surface. As we will mention later in this comment letter, the City planning (and *Plan Santa Barbara*) needs to begin now to limit, or prohibit, building in the old Estero area.

**Submerged infrastructure:** The issue of rising groundwater levels due to sea level rise needs serious examination in the *Climate Action Plan*. An overlooked issue is the flooding of underground infrastructure – sewer, electric and gas lines. A recent USGS study of New Haven, Connecticut, which, in most areas, is 30 feet or less above sea level, found that a 3 foot rise in sea level could possibly “inundate underground infrastructure,<sup>9</sup> flooding basements and submerging sewer pipes and utility lines that deliver water and electricity.”<sup>12</sup>

<sup>10</sup> Griggs, Gary, and Nicole L. Russell (University of California, Santa Cruz). 2012. *City of Santa Barbara Sea-Level Rise Vulnerability Study*. California Energy Commission. Publication number: CEC-500-2012-XXX, p. 38. <<http://www.santabarbaraca.gov/NR/rdonlyres/D8DD2C50-3E0E-4DA5-A323-0C4F8B4CDF06/0/AppendixBwithCover.pdf>>.

<sup>11</sup> City of Santa Barbara. Certified Final Program Environmental Impact Report for the *Plan Santa Barbara* General Plan Update – Volume I. AMEC Earth & Environmental, Inc., Sept. 2010, p. 18-9. <[http://www.youplansb.org/docManager/100000694/18.0\\_Global\\_Climate\\_Change.pdf](http://www.youplansb.org/docManager/100000694/18.0_Global_Climate_Change.pdf)>.

<sup>12</sup> Johnson, Lacey. *Rising Groundwater May Flood Underground Infrastructure of Coastal Cities*. Scientific American, May 2012. <<http://www.scientificamerican.com/article.cfm?id=rising-groundwater-may-flood-underground-infrastructure-of-coastal-cities>>.

**It is critical that the City of Santa Barbara CAP outline a strategy for the flooding of its underground infrastructure – sewer, electric and gas lines – by rising groundwater levels.**

Groundwater, which rises with sea level rise, is already shallow in a good portion of City boundaries, particularly where the old Estero used to be (behind the El Estero Wastewater Treatment Plant) and graphically outlined in color map of **Figure 18.2 from Chapter 18 of the *Plan Santa Barbara***.<sup>13</sup>

### **Groundwater Contamination and Flooding**

Another serious issue of groundwater rise that will eventually cause flooding and mixing of groundwater with ocean water, is the level of contaminants in shallow groundwater throughout the City of Santa Barbara, particularly in the waterfront area and the old Estero. The State Water Resources Control Board's (SWRCB) Geo Tracker program has mapped the City's groundwater wells, each of which are monitored for levels of contamination of PCEs, TCEs, benzene (a carcinogen), 1,2-dichloroethane, toluene, xylenes, MTBE, t-butyl alcohol and other contaminants in shallow groundwater plumes beneath the City. A groundwater rise will lift these contaminants to the surface, mix with the ocean, and flooding of property will become a bigger issue than that of mere flooding.

To illustrate, we superimposed Figure 18.2 from Chapter 18 of the *Plan Santa Barbara*<sup>14</sup> over the SWRCB Geo Tracker map (below). It is obvious that rising groundwater containing the contaminants listed above will not only be coming to the surface, but mixing with the ocean.

The good news is that Heal the Ocean is spearheading a project in which the Regional Water Quality Control Board hazmat staff and Santa Barbara County Fire Site Mitigation Unit (hazmat) will be prioritizing these contaminated sites for cleanup. *Plan Santa Barbara* – and the CAP – should take into consideration the results of this project, to help in mitigation of the deleterious effects of groundwater rise.

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<sup>13</sup> City of Santa Barbara. "Certified Final Program Environmental Impact Report for the *Plan Santa Barbara* General Plan Update – Volume I." AMEC Earth & Environmental, Inc., Sept. 2010, p. 18-9.  
<[http://www.youplansb.org/docManager/1000000694/18.0\\_Global\\_Climate\\_Change.pdf](http://www.youplansb.org/docManager/1000000694/18.0_Global_Climate_Change.pdf)>.

<sup>14</sup> Ibid.

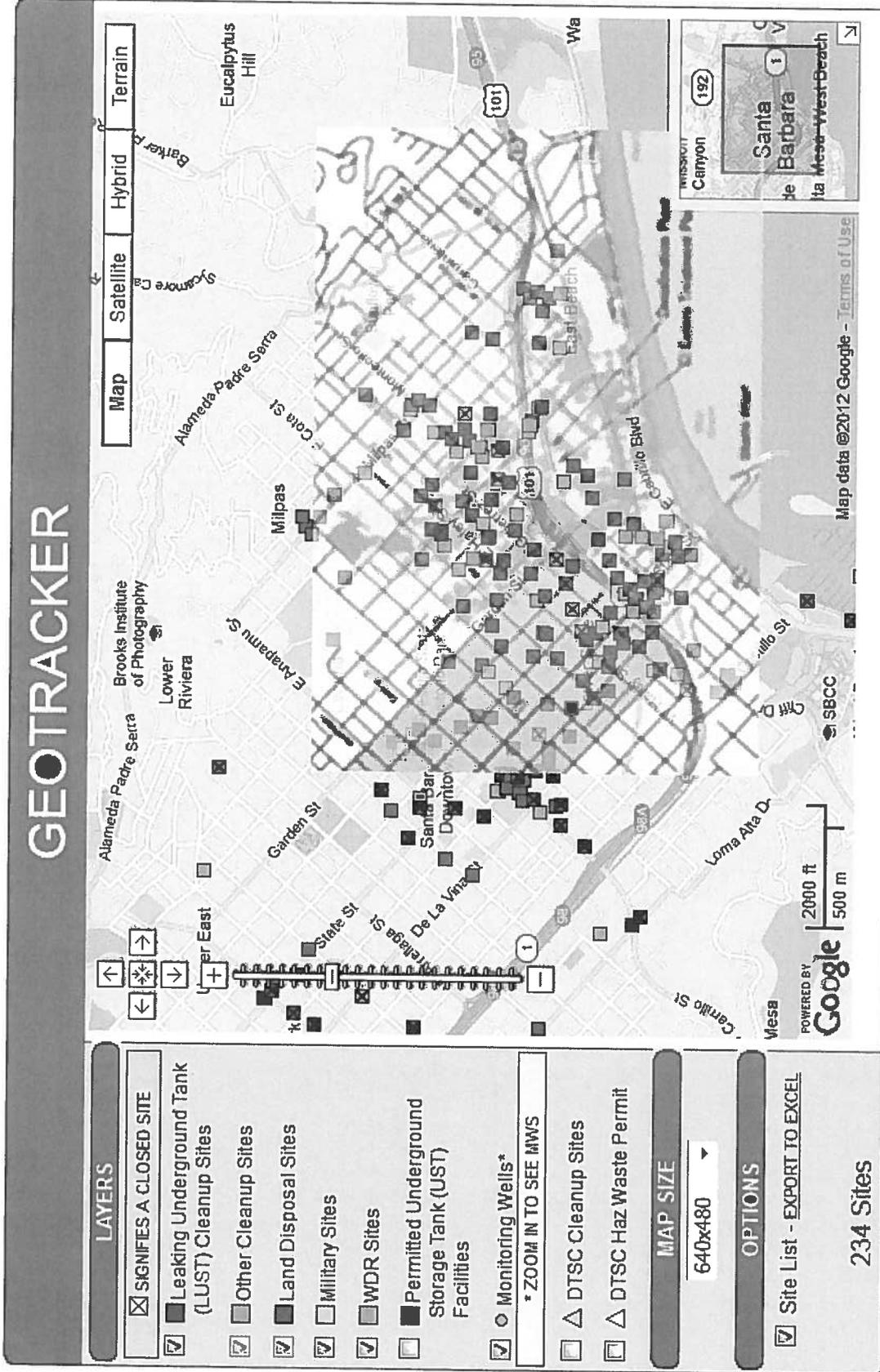


Figure 18.2 from Chapter 18 of Plan Santa Barbara <sup>15</sup> Superimposed over Santa Barbara Geotracker Map

<sup>15</sup> City of Santa Barbara. "Certified Final Program Environmental Impact Report for the Plan Santa Barbara General Plan Update – Volume I." AMEC Earth & Environmental, Inc., Sept. 2010, p. 18-9. <[http://www.youplansb.org/docManager/1000000694/18.0\\_Global\\_Climate\\_Change.pdf](http://www.youplansb.org/docManager/1000000694/18.0_Global_Climate_Change.pdf)>.

**Buildings (or rebuilding) in the Flood Plain**

As mentioned earlier in this comment letter, the planning and building permitting departments of the City of Santa Barbara should not be waiting to see how things go in the matter of sea level rise. Should underground garages be permitted if they are to flood? (Some underground garages and City underpasses are already flooding). Should deeper pilings be required? *Should the City allow the construction of buildings and/or facilities that will very likely be flooded within 88 years?* A construction policy procedure should be started now, so that the City is protected in the future.

**Cabrillo Blvd and Shoreline**

The coastline of the actual City boundaries is not altogether so enormous that areas of concern other than Cabrillo Blvd. and Shoreline should be listed, with problems identified and possible remedies for those problems at least stated. The Pros and Cons are already known for Seawalls, Rock Installation, and the moving of Sand. These methods should be outlined in the CAP, with Pros & Cons for each, specific to the location. In relation to continual sand movement to establish berms and barriers, the environmental effects of dredging need to be studied, and this issue should at least be mentioned in the CAP.

**Conclusion**

In conclusion the Draft Climate Action Plan is unfortunately not a plan. It is a list of considerations, sandwiched into a 2020/2050 framework outlining when more considerations will be made before the almost certain flooding that will come in 2100. We encourage the writers of this document to go back to the studies contained in the Appendices and this letter, and start with the Year 2100 to develop a list of action items. We believe that working from the assumption that flooding is an imminent dilemma will ultimately save the City of Santa Barbara time, money and guesswork. More importantly, it will prevent disaster.

Thank you for considering our comments.

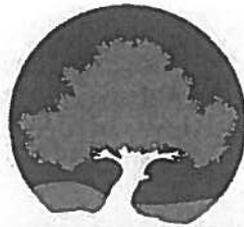
Sincerely,



Hillary Hauser, Executive Director



James O. Hawkins, Associate Researcher



**environmental**  
**DEFENSE CENTER**

August 6, 2012

Barbara Shelton  
City of Santa Barbara CDD Planning Division  
P.O. Box 1990  
Santa Barbara, California 93102

**RE: City of Santa Barbara Draft Climate Action Plan**

Dear Ms. Shelton,

The following comments on the City of Santa Barbara's Draft Climate Action Plan (CAP) are submitted by the Environmental Defense Center (EDC). EDC is a non-profit public interest law firm which represents community organizations in environmental matters affecting California's south central coast.

The City's General Plan calls for the preparation of a comprehensive climate action plan which, in compliance with the California Global Warming Solutions Act (AB 32), would "address climate change concerns including reducing green-house gas [GHG] emissions, green-house gas absorption, and adaptation to climate change."<sup>1</sup>

The Draft CAP appropriately characterizes the impacts and risks associated with global climate change. The CAP does not, however, entirely conform to its stated objectives. For example, the Draft CAP does not appear to include specific measures to address GHG absorption, as required by the General Plan. Similarly, while the Draft CAP references AB 32, it is not adequately responsive to statewide directives such as Executive Order S-3-05 (Schwarzenegger), which sets forth the following greenhouse gas emission reduction targets: (1) by 2010, reduce GHG emissions to 2000 levels; (2) by 2020, reduce GHG emissions to 1990 levels; and (3) by 2050, reduce GHG emissions to 80 percent below 1990 levels.

It is encouraging to note that "the Santa Barbara community has already met the 2020 and 2030 carbon emissions targets" outlined by AB 32. In order to fully encompass state goals, however, the CAP should include strategies for reducing our current GHG emissions to 80 percent below 1990 levels.

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<sup>1</sup> 2011 Environmental Resources Element, Policy ER1.

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EDC re: City of Santa Barbara Draft Climate Action Plan

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The CAP should not be a paper exercise, such that it merely tallies our City's past successes and references ongoing programs aimed at reducing GHG emissions. Rather, the CAP should be a forward-looking document which improves upon these efforts and explicitly conforms to both the General Plan and state law.

Please adopt a CAP which will ensure that Santa Barbara continues to be a leader both for our region and for California.

Sincerely,

A handwritten signature in black ink, consisting of a stylized, cursive 'N' followed by a horizontal line that curves upwards at the end.

Nathan G. Alley  
Staff Attorney



Santa Barbara County  
Air Pollution Control District

RECEIVED

AUG 06 2012

CITY OF SANTA BARBARA  
PLANNING DIVISION

August 2, 2012

Barbara Shelton  
City of Santa Barbara  
Community Development Department, Planning Division  
P.O. Box 1990  
Santa Barbara, CA 93101

Re: **APCD Comments on City of Santa Barbara Draft Climate Action Plan**

Dear Ms. Shelton:

The Air Pollution Control District (District, or APCD) has reviewed the Draft Climate Action Plan (CAP), which addresses climate change issues for the City of Santa Barbara community in the current period to the year 2030, in accordance with directives of the Santa Barbara General Plan and the California Global Warming Solutions Act (AB 32). The purposes of the CAP are to (1) reduce the rate of carbon emissions generation within the Santa Barbara community, and (2) plan for adaptation of Santa Barbara to climate change.

Air Pollution Control District staff offers the following comments on the Draft CAP:

1. **Section 1.0 Introduction, 1.2 Background, Page 1-13:** The discussion of Air District actions to address climate change is potentially misleading and should be revised. The District has not, to date, formally proposed greenhouse gas thresholds for actions where the District is the lead agency. The District has held meetings, workshops, and has made a presentation to the District's Community Advisory Council on this issue. A formal proposal has not been brought before our Board and greenhouse thresholds have not been adopted by the District.

To provide a more accurate description of Air District activities the paragraph under the "Air District" subheading should be revised as follows:

"In 2011, the Santa Barbara County Air Pollution Control District held a public workshop to discuss the development of greenhouse thresholds and potential threshold options, including options for a numeric threshold for stationary sources, proposed a greenhouse gas emissions standard for use in evaluating the environmental impacts of proposed large stationary sources within Santa Barbara County. The proposed threshold level would define a significant impact when a stationary source would generate 10,000 or more metric tons carbon dioxide (CO<sub>2</sub>) equivalent per year (MTCO<sub>2</sub>e/year). This would be used in conducting project environmental reviews required under the California Environmental Quality Act (CEQA)."

Other District activities related to climate change and greenhouse gas (GHG) emissions include the following:

- Incorporation of GHG emissions into large industrial source permits, as required by federal law;
- Updating and refining of the District's countywide GHG emissions inventory;

- Working with individual jurisdictions to quantify and mitigate GHG emissions associated with development projects;
  - Participation in working groups to update and improve GHG quantification and mitigation tools statewide;
  - Working with the California Air Resources Board to implement AB 32 Scoping Plan measures, as necessary.
2. **Section 2.0 Reduction of Carbon Emissions, 2.3 Carbon Emissions Reduction Strategies, Page 2-33:** CEQA Guidelines Section 15183.5, *Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*, discusses the tiering of projects from a greenhouse gas reduction plan. Specifically, Section 15183.5(b)(1)(D) states that an adopted greenhouse gas reduction plan should “*Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level*”. Climate Action Plans typically include a mix of voluntary and mandatory measures to generate GHG reductions. Since the implementation of voluntary measures is not guaranteed, their corresponding reductions are more speculative than mandatory measures. Plans should strive to rely on mandatory measures to meet their GHG reduction targets, and/or measures should be adopted as Conditions of Approval for proposed projects to ensure that measures included in the CAP result in verifiable reductions.
  3. **Section 2.0 Reduction of Carbon Emissions, 2.3 Carbon Emissions Reduction Strategies, Page 2-33:** Large ships are responsible for substantial amounts of worldwide emissions of black carbon, nitrogen oxides (NOx), particulate matter, sulfur, air toxics, greenhouse gases, and substances that deplete ozone in the upper atmosphere. In addition, NOx and Volatile Organic Compounds (VOCs) from ship transits off the coast of Santa Barbara County represent nearly 50% of all ozone precursor emissions in the District emissions inventory. The District has been working to raise awareness of the problem and call for voluntary and regulatory measures to control these emissions. The District's current focus is on exploring the potential for vessel speed reduction in the Channel to achieve substantial reductions in shipping emissions. We appreciate the City's support of efforts to reduce marine shipping emissions, and if the City has any specific near-term goals to achieve reductions from shipping, we suggest you include them in the CAP.
  4. **Section 2.0 Reduction of Carbon Emissions, 2.4 Effectiveness of Strategies, Page 2-49:** There appear to be multiple arithmetic calculation errors in Figure 2-14. For example, the total emissions after adding the subtotal of each scope is 543,204 (447,205 + 93,694 + 2,305), not 502,008 as cited. Also, the Scope 1 Emissions subtotal after adding the various inputs is 449,510 not 447,205 as cited, and Scope 2 Emissions subtotal is 91,921 not 93,694 as cited. These discrepancies should be corrected to accurately portray the emissions forecast with implementation of the plan.
  5. **Section 2.0 Reduction of Carbon Emissions, 2.4 Carbon Emissions Reduction Strategies, Page 2-50-52 and Appendix A, Appendix A3, Page 7 and 10:** Estimates of emission reductions from Climate Plan Strategies should be supported with substantial evidence. Although the CAP includes the assumptions and calculations used to develop the emission reductions estimates for the Climate Plan Strategies, some strategies may be overestimating anticipated reductions.

Specifically, Page 7 of Appendix A3 discusses assumptions made for Strategy 3: *Energy-efficient building – voluntary actions*, and states that it was “*Assume[d] that 1% of City homeowners*

*utilize financing mechanisms to improve home energy efficiency, and that each home experiences a reduction in energy consumption of 40% as a result of extensive improvements.”* The assumption of energy savings from home improvements appears to be highly optimistic. The City should provide a basis for this percentage reduction in energy consumption, and assess whether it is realistic.

In addition, a significant amount of reductions are attributed to Strategy 8: *Community choice aggregation*. This measure consists of a feasibility study of a Community Choice Aggregation arrangement. Due to the speculative nature of this measure, it appears to be difficult to make assumptions regarding its performance and assign a specific amount of GHG emission reductions. The City should provide a sound basis for the emission reductions estimated for this measure and evaluate whether such a large amount of emission reductions is realistic and achievable.

6. **Section 2.0 Reduction of Carbon Emissions, 2.4 Effectiveness of Strategies, Page 2-53:** The value cited in Figure 2-16 as the Citywide *With Plan* Emissions Forecast in 2020 of 502,008 MTCO<sub>2</sub>e does not correspond with values cited elsewhere in the CAP such as in Figure ES-1 on page ES-4, in Figure 2-15 on page 2-52, and Appendix A3 on page 4. The value does match the Total Emissions presented in Figure 2-14, but as stated in Comment 4 above, this value appears to be incorrect.
7. **Section 3.0 Adaption to Climate Change, 3.1 Climate Change Effects, Page 3-7:** Under the “*Air Pollution*” subheading, it is stated that, “*Deposition of reactive nitrogen affects agriculture and natural habitat.*” Please provide additional explanation of how climate change contributes to this impact and what the resulting air pollution concern would be. Note that there are several other impacts of climate change that could affect air quality including increased risk of wildfire and drought leading to potentially higher particulate matter (PM) levels.
8. **Section 4.0 Implementation, Monitoring, and Update, 4.1 Implementation, Page 4-7:** The CAP asserts that an adopted Climate Action Plan can potentially remove or greatly reduce the need for specific projects to quantify and mitigate greenhouse gas emissions under the California Environmental Quality Act (CEQA).

The CEQA Guidelines amendments that were finalized in March 2010 create a mechanism for analysis and mitigation of greenhouse gas impacts at a program level. However, it is our understanding that if specific projects are not addressed and mitigated within the scope of the adopted program, additional greenhouse gas analysis and mitigation may still be required under CEQA. CEQA Guidelines Section 15183.5, *Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*, discusses the tiering of projects from a greenhouse gas reduction plan. Specifically, Section 15183.5(b)(2) discusses the section’s use with later activities and states that:

*“A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the*

*effects of a particular project may be cumulatively considerable, notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project."*

9. **Appendix A, Appendix A1, Pages 7 and 10:** In reference to the effectiveness of Title 24 energy efficiency standards in future years, page 7 states that:

*"To be conservative, AMEC estimated that updated Title 24 standards will become effective every four years in 2014, 2018, and 2022, and that each update will have an additional increment of 50% of the effectiveness of the preceding update because fewer new sources of new reduction will be available. Some other documents which have attempted to account for future updates to Title 24 have assumed greater reductions from future updates (e.g., San Mateo County assumed 70% effectiveness from one update to the next), but this results in a change from baseline that appears to exceed a realistic rate of technological change."*

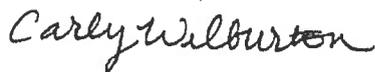
Page 10 then states that:

*"As described for natural gas consumption, projections account for revised State Title 24 energy efficiency standards. Again, to be conservative, AMEC estimated that updated Title 24 standards will become effective every four years in 2014, 2018, and 2022, and that each update will have an additional increment of 70% of the effectiveness of the preceding update because fewer new sources of new reduction will be available... This is consistent with other recent climate plan inventories that have accounted for remodels and updates in Title 24 standards, such as for the County of San Mateo."*

The statements made on page 7 and 10 are contradictory. The document should be revised with the utilization of a consistent methodology.

If you have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via email at [cvw@sbcapcd.org](mailto:cvw@sbcapcd.org).

Sincerely,



Carly Wilburton,  
Air Quality Specialist  
Technology and Environmental Assessment Division

cc: Project File  
TEA Chron File

**Santa Barbara Climate Action Plan  
ADVISORY BOARD MEETING SUMMARIES**

- Planning Commission: Minutes of July 19, 2012 public hearing
- Water Commission: Summary of July 9, 2012 meeting discussion
- Harbor Commission: Summary of August 16, 2012 meeting discussion





# City of Santa Barbara Planning Division

## PLANNING COMMISSION MINUTES

July 19, 2012

### **CALL TO ORDER:**

Chair Jordan called the meeting to order at 1:02 P.M.

### **I. ROLL CALL**

Chair Sheila Lodge, Vice Chair Mike Jordan, Commissioners Bruce Bartlett, John P. Campanella, Stella Larson, Deborah L. Schwartz, and Addison Thompson.

**Absent: Sheila Lodge**

### **STAFF PRESENT:**

John Ledbetter, Principal Planner

Danny Kato, Senior Planner

N. Scott Vincent, Assistant City Attorney

Rob Dayton, Principal Transportation Planner

Steve Foley, Supervising Transportation Planner

Barbara Shelton, Project Planner/Environmental Analyst

Allison De Busk, Project Planner

Suzanne Riegle, Assistant Planner

Julie Rodriguez, Planning Commission Secretary

### **II. PRELIMINARY MATTERS:**

A. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items.

None.

B. Announcements and appeals.

None.

C. Comments from members of the public pertaining to items not on this agenda.

Chair Jordan opened the public hearing at 1:03 P.M. and, with no one wishing to speak, closed the hearing.

**III. NEW ITEM:**

**ACTUAL TIME: 1:03 P.M.**

**DRAFT SANTA BARBARA CLIMATE ACTION PLAN**

The purpose of this hearing was to receive public comment and Planning Commission input on the Draft Santa Barbara Climate Action Plan. The draft document is available online at: [www.santabarbaraca.gov/Resident/Major\\_Planning\\_Efforts/Climate\\_Action\\_Plan](http://www.santabarbaraca.gov/Resident/Major_Planning_Efforts/Climate_Action_Plan).

The Climate Plan is prepared in response to directives of the City General Plan and State Legislature (AB 32-Global Warming Solutions Act, SB 375-Sustainable Communities and Climate Protection Act).

The Climate Plan identifies an inventory and forecasts of carbon dioxide and other “greenhouse gas” emissions generated by the Santa Barbara community that contribute to cumulative effects of accelerated global climate change. Strategies to reduce carbon emissions are identified in the areas of energy, travel and land use, vegetation, waste reduction, and water conservation.

The Plan also identifies potential climate change effects in Santa Barbara from forecasted temperature increase, reduced rainfall, and sea level rise, and strategies to begin planning for adaptation to climate change effects.

The City of Santa Barbara invites public comment on the Draft Plan through August 6, 2012 to the email address below or to the Planning Division office at P.O. Box 1990 (630 Garden Street), Santa Barbara, CA 93102. The Plan will be subsequently forwarded to City Council for adoption.

Case Planner: Barbara Shelton, Project Planner/Environmental Analyst

Email: [BShelton@SantaBarbaraCA.gov](mailto:BShelton@SantaBarbaraCA.gov)

Phone: 805-564-5470, ext. 4467

Barbara Shelton, Project Planner, gave the presentation, joined by John Ledbetter, Principal Planner. Mike Henry, AMEC Environmental & Infrastructure, Inc., was also available to answer the Commission’s questions.

Chair Jordan opened the public hearing at 1:28 P.M.

The following people spoke in support of the project:

1. Michael Chiacos, Community Environmental Council, supports the Climate Action Plan (CAP). The plan should adopt stronger carbon reduction goals and policies, including for the further installation of charging stations throughout the city, robust parking policies, and community choice aggregation.

2. Wayne Ferren, Channel Islands Restoration, supports the CAP, especially the policies related to natural vegetation, and preservation of the urban forest. Also, supports the conservation of shoreline resources.
3. Beth Pitan August, League of Women Voters of Santa Barbara, appreciates all the changes that have been made the last seven years in areas of waste reduction, alternative fuels, solar installations, and water conservation. Congratulated Staff for the good work on the CAP efforts, especially with budget constraints.

With no one else wishing to speak, the public hearing was closed at 1:37 P.M.

The majority of the Commission complimented Staff on an excellent report and shared additional comments:

1. Commissioner Larson would like to see more consideration given to regional efforts, and offshore emissions. Likes the idea of community resiliency, and encouraged promoting community preparedness, safety issues, and corridors for safe passage.
2. Commissioner Schwartz suggested a future work session to discuss how plan measures apply to individual development projects. Suggested coordinating with APCD on off-shore emissions.
3. Commissioner Thompson noted that the emissions numbers are not precise and the Plan should reference a range. If the assumptions and numbers are greater or less, the results will differ.
4. Commissioner Campanella felt that the City's proactive programs in recent years are one reason that the City is already meeting emissions targets. Would like to see partnerships developed within communities, not only with agencies, but also with the for-profit and non-profit communities, as a way to extend funding in the absence of a redevelopment agency. Proactive outreach to business community and public is needed. Liked seeing the urban forest part and useful overlaps with other programs such as mid-block passages.
5. Commissioner Bartlett liked seeing all that has been discussed over the years put into a document and that we are ahead of targets in greenhouse gas emissions. There appears to be a legislative inconsistency with SB375 planning strategies for land use and transportation and California Air Resource Board regulations limiting housing along the freeway. Need to look at reducing "embodied energy". Suggested fixing what is broken in the current system, before creating new policies, e.g. many of our existing policies need enforcement. Policies focusing only on new development will have little impact due to the small increment of growth. Existing built environment is what contributes to the problem and needs policies and incentives. Likes seeing sea level rise in the document and feels it should be stressed more in review of projects. The report is a good start but needs to go further to include the entire populace, not just new development.
6. Commission Jordan liked the use of the Adaptive Management Program for monitoring. Distressed that references to budget constraints seem to relate to City operations and facilities, but exemptions are not available to the private sector.

Liked that the plan starts with voluntary and incentive programs first, then enforcement and requirements only if needed. Agreed with Commissioner Thompson on further explanation on the assumptions made on the data and on revealing whether we are on the high side or low side of a range.

Commissioner Jordan called for a break at 2:40 P.M. and reconvened the meeting at 2:47 P.M.

#### **IV. DISCUSSION ITEMS**

##### **ACTUAL TIME: 2:47 P.M.**

**RECUSALS:** To avoid any actual or perceived conflict of interest, the following Commissioners recused themselves from hearing this item:

Commissioner Larson recused herself due to her husband being an employee of Cottage Hospital.

Commissioner Bartlett recused himself due to his firm working with Cottage Hospital.

##### **A. CONSTRUCTION UPDATE FOR VILLA RIVIERA REAL ESTATE COMPANY, 601 E. MICHELTORENA ST, 027-270-040, C-O (MEDICAL OFFICE), GENERAL PLAN DESIGNATION: MEDIUM HIGH DENSITY RESIDENTIAL (MST2003-00827)**

Six-month construction update on the construction of 115 residential condominiums on the site previously developed with St. Francis Hospital (a.k.a “Cottage Workforce Housing Project”). The project was approved by the Planning Commission on September 21, 2006 (Resolution No. 039-06), and by the City Council on December 19, 2006 (Resolution No. 06-103). The City Council certified the Final Environmental Impact Report for the project on December 19, 2006 pursuant to the California Environmental Quality Act Guidelines Sections 15090 and 15091.

**DISCUSSION ITEM** - Staff presented a six-month update on the status and effectiveness of construction-related mitigations and monitoring for the Cottage Workforce Housing Project. **No formal action on the project was taken during this discussion item.**

Case Planner: Allison DeBusk, Project Planner

Email: ADebusk@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 4552

Allison DeBusk, Project Planner, gave the Staff presentation.

Ron Biscaro, Vice President of Project Management, Cottage Hospital, and President, Bella Riviera Real Estate, gave the applicant presentation.

Chair Jordan opened the public hearing at 2:57 P.M. and with no one wishing to speak, the hearing was closed.

Commissioner Schwartz thanked Mr. Biscaro and the project management team for the corrective action taken since the last review.

**ACTUAL TIME: 2:58 P.M.**

**B. CONSTRUCTION UPDATE FOR SANTA BARBARA COTTAGE HOSPITAL (SBCH), 320 WEST PUEBLO STREET, APNS: 025-100-001; 025-061-015; & 025-171-050; SP-8 HOSPITAL ZONE, GENERAL PLAN DESIGNATION: INSTITUTIONAL (MST2003-00152)**

Annual construction update on the construction activities for Santa Barbara Cottage Hospital. The project was approved by the Planning Commission (PC) on March 24, 2005 (Resolution No. 020-05), and by the City Council on April 25, 2005 (Amended PC Resolution No. 020-05). The City Council certified the Final Environmental Impact Report for the project on March 24, 2005 pursuant to the California Environmental Quality Act Guidelines Sections 15090 and 15091.

**DISCUSSION ITEM** - Staff presented an annual update on the status and effectiveness of construction related mitigations and monitoring for the Cottage Hospital Project. **No formal action on the project was taken during this discussion item.**

Case Planner: Suzanne Riegler, Assistant Planner

Email: SRiegler@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 2687

Case Planner: Suzanne Riegler, Assistant Planner, gave the Staff presentation.

Ron Werft, President and CEO, Cottage Health System, gave the applicant presentation, joined by the Cottage Hospital Health System Board of Directors. Steve Fellows, Executive Vice President/Chief Operating Officer, was available to answer any of the Commission's questions.

Chair Jordan opened the public hearing at 3:26 P.M. and with no one wishing to speak, the public hearing was closed.

Commissioner's Comments:

1. Much of the Commission's discussion had to do with emergency helicopter operations and the noise they generate. Commissioner Thompson suggested talking with the Airport and looking into automated noise monitoring station equipment so that real data can be gathered and evaluated.
2. The Planning Commission thanked the Applicant for the progress made this past year.

The next neighborhood information meeting held by Cottage Hospital will be held on August 15, 2012 at 5:30 p.m. in the Burtness Auditorium.

V. **ADMINISTRATIVE AGENDA**

**ACTUAL TIME: 3:28 P.M.**

D. Committee and Liaison Reports.

1. Staff Hearing Officer Liaison Report

None was given.

2. Other Committee and Liaison Reports

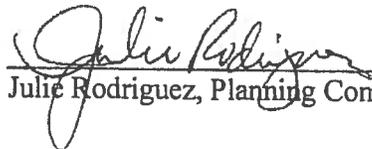
a. Commissioner Schwartz reported on the Historic Landmark's Committee meeting of July 18, 2012.

b. Commissioner Schwartz reported on the Downtown Parking Committee meeting of July 19, 2012.

VI. **ADJOURNMENT**

Chair Jordan adjourned the meeting at 3:30 P.M.

Submitted by,

  
\_\_\_\_\_  
Julie Rodriguez, Planning Commission Secretary

**July 9, 2012 Meeting, Item 7, Draft City Climate Action Plan**

**Summary of Board of Water Commissioner Questions and Comments**

1. L. Neustadt - How are Highway 101 trips accounted for in greenhouse gas emissions inventories?

*[B. Shelton – The refined citywide inventory and forecasts used the General Plan traffic model for estimating existing & forecasted trips, and also used updated standard assumptions such as splitting the emissions between jurisdictions for commute trips that cross City lines.]*

2. B. Keller - The water discussions in the Draft Plan look similar to information included in the Long Term Water Supply Plan.

3. B. Keller - The discounted agricultural water rate issue has been raised by Steve Little and debated at the City for years. Would it be possible to identify and include this as a policy in the Climate Plan with the rationalizations that in the hillsides, orchards provide a protective greenbelt beneficial to wildfire risk, and that retaining orchards provides some benefit for carbon sequestration?

*[B. Shelton - I understand there are some legal complexities with the agricultural water rate issue and State laws, but we will take a look at this suggestion for the Plan.*

*R. Bjork – There will be further discussion of this issue with Item 12 - Water Rate Study.]*

4. R. Ruiz – Does AB 32 provide any requirement for State approval of the City Climate Plan?

*[B. Shelton – No; AB 32 encourages rather than requires local jurisdictions to prepare Climate Action Plans, does not specify content requirements, and does not provide for State approval of Plan.]*

**August 16, 2012 Board of Harbor Commissioners Meeting**  
**Summary of Agenda Item 6: City Climate Action Plan Briefing**

Commissioners in attendance: Betsy Cramer, Chair; Bill Spicer, Vice Chair; Cory Bantilan; Eric Friedman; Frank Kelly; Jim Sloan

Staff in attendance: Mitt Kronman; Karl Treiberg; Barbara Shelton; John Ledbetter

Commissioner Questions and Comments

- Strategy 38 – marine shipping emissions and City role  
*[Channel Islands Marine Sanctuary has been taking lead in discussions with federal government, along with Air Pollution Control District and Mayor Schneider supporting. Proposal to reduce speeds in Channel to ten knots could reduce emissions by half, and lowers cost as well.]*
- Sea level rise and adaptation for Waterfront  
*[This has been an ongoing City consideration. Prior rebuilt wharf incorporated 1 ½ feet into planning. Seven inch addition with cap repair. Cabrillo Arts facility was elevated. Adaptation planning will require gathering of more information on changing conditions.]*
- Vegetation – National Geographic online has information on roof top gardens, which also provide benefits visually and for runoff as well as for climate change. Locally could consider bus stop shelter roofs.
- Sea level rise - vulnerability is clear for facilities, roads, sewers, etc. from past floods such as El Nino in '98, Cabrillo flood.
- Sea level rise - economic impacts would be great, e.g., emergency flood costs.
- Sea level rise – need to get underway with adaptation planning and speed up the process
- Report reference to solar costs being relatively low?  
*[Reference is to specific program in plan for City guidelines for new development.]*

# City of Santa Barbara Climate Action Plan



City Council  
September 18, 2012



# Climate Action Plan Overview

- ◆ Climate change strategies to 2030
- ◆ Purposes
  - Reduce carbon emissions
  - Plan for adaptation
- ◆ Public review of Draft June 21 – Aug 6
  - Planning Commission hearing July 19
- ◆ Recommendation
  - Council adoption of Climate Action Plan



# Climate Action Plan Presentation Outline

- ◆ Background
  - Climate science
  - Policy context
- ◆ Climate Plan strategies
  - Carbon reduction
  - Adaptation
- ◆ Plan implementation
- ◆ Environmental review
- ◆ Public comment

# Climate Action Plan Background – Climate Science





## Climate Action Plan Background – Climate Science

- ◆ Accelerating changes to measures of global climate:
  - High concentrations of CO<sub>2</sub> & other heat-trapping “greenhouse gases” in the atmosphere
    - 180-280 ppm → 380+ ppm
  - Rising average global air and ocean temperatures
  - Reduction of arctic ice sheets, sea level rise
  - Ocean acidification



## Climate Action Plan Background – Climate Science

- ◆ Accelerated climate change is due to human activities that emit CO<sub>2</sub> and other greenhouse gases into the atmosphere:
  - Combustion of fossil fuels for power generation (electricity, natural gas)
  - Combustion of petroleum vehicle fuels
  - Methane from landfill decomposition



## Climate Action Plan Background – Climate Science

- ◆ Climate change effects on temperature, precipitation, extreme weather, sea level, etc
- ◆ Uncertainties in predicting changes in specific locations, but trends & accelerated pace clear
- Reducing carbon emissions worldwide to
  - Stabilize climate
  - Lessen the *extent* of climate change and *severity* of its effects



## Climate Action Plan Background – Climate Science

- ◆ CO<sub>2</sub> remains for decades; high atmospheric levels already in place
- ◆ Substantial climate change effects expected in coming decades even with CO<sub>2</sub> reduction
- Need planning for adaptation to climate change effects

# Climate Action Plan Background – Policy Context





## Climate Action Plan Background – Policy Context

- ◆ **US Mayors Climate Protection Agreement (2005)**
  - Target: 7% below 1990 levels by 2012
- ◆ **Global Warming Solutions Act (AB 32, 2006)**
  - Target: total statewide emissions reduced to 1990 levels by 2020
- ◆ **Sustainable Communities & Climate Protection Act (SB 375, 2008)**
  - Target: SB County vehicle emissions to not exceed 2005 levels in 2020 and 2035



## Climate Action Plan Background – Policy Context

- ◆ **CEQA Greenhouse Gas Emissions (SB 97, 2007)**
  - Environmental review of projects must consider greenhouse gas (GHG) impacts.
  - A city climate action plan may be used as a programmatic GHG mitigation plan
- ◆ **City General Plan Update (2011)**
  - Direction to prepare Climate Action Plan (ER 1.1)
  - Sustainability policies and programs for energy, transportation, land use, vegetation, waste mgmt; water conservation; hazards & resource mgmt

# Climate Action Plan

## Carbon Reduction Strategies





## Climate Action Plan Carbon Reduction Strategies

- ◆ Citywide annual carbon emissions targets
  - Year 2020 total emissions:  
Reduce to 1990 levels, per AB 32 target
  - Year 2020 and 2030 vehicle emissions:  
Zero increase in 2005 per capita vehicle emissions,  
per SB 375 target



## Climate Action Plan Carbon Reduction Strategies

- ◆ Community emissions inventories & forecasts
  - Metric tons (MT) carbon dioxide equivalent (CO<sub>2</sub>e)
  - Emission sources
    - Electricity, natural gas use
    - Vehicle & equipment fuel consumption
    - Landfill methane releases
  - Data sources
    - Utility usage data
    - General Plan land use and traffic model
  - Refinements to initial GP Program EIR work
    - Methodologies
    - City and State actions



## Climate Action Plan Carbon Reduction Strategies

- ◆ Carbon emission inventories:
  - 2007 and 2010 update
  - Past levels 1990 and 2005 used in targets
- ◆ Refinements
  - Reflect evolving standard calculation methods & assumptions; e.g. through-trips
- ◆ Lower estimates for 2007 and 2010
  - Less than 2020 target



## Climate Action Plan Carbon Reduction Strategies

- ◆ Carbon emission forecasts:
  - 2020 total emissions
  - 2020 and 2030 per capita vehicle emissions
- ◆ With Plan implementation, refined forecasts surpass 2020 & 2030 targets:
  - Total emissions 25% below 1990 level in 2020
  - Vehicle emissions 30% below 2005 level in 2020; 58% below 2005 level in 2030.



## Climate Action Plan Carbon Reduction Strategies

- ◆ Recognize existing measures in place
  - Community individuals, businesses, organizations
  - City facilities & operations
  - City communitywide programs
- ◆ Future carbon reduction strategies
  - Extension and new measures for City operations and communitywide programs



## Climate Action Plan

# Carbon Reduction Strategies

- **Energy conservation & green building**  
Reduce emissions from electricity generation
  - Continue efficiency upgrades for city facilities; participation in community programs
  - Continue voluntary & incentive measures for community upgrades
  - Stronger outreach, incentives, requirements if voluntary programs aren't effective



## Climate Action Plan Carbon Reduction Strategies

### ◆ Renewable energy strategies

Reduce emissions from combustion of fossil fuels for electricity and vehicle fuels

- Additional City solar & hydroelectric projects
- Stronger solar requirements for new construction
- Support for renewable energy technologies and infrastructure



## Climate Action Plan Carbon Reduction Strategies

### ◆ Travel & land use strategies

Reduce emissions from petroleum fuels

- Continued City operations measures
- Bicycle, pedestrian, transit improvements
- Support transportation demand management
- Support alternative vehicle and fuel use & infrastructure
- Land use policies encouraging walkable neighborhoods and workforce housing



## Climate Action Plan Carbon Reduction Strategies

### ◆ Vegetation strategies

#### Removal of carbon emissions

- Continued park and street tree maintenance and replacement
- Creek and other open space/habitat restoration
- Tree preservation and landscape guidelines



## Climate Action Plan Carbon Reduction Strategies

### ◆ Waste management strategies

Reduce energy/emissions of product manufacturing & transport; methane reduction from landfills

- City government waste management
- Regional waste management facilities
- Expanded residential, business, construction waste reduction, reuse, recycling, composting programs



## Climate Action Plan Carbon Reduction Strategies

### ◆ Water conservation strategies

Reduce electricity/emissions from water transport and processing

Continued and expanded community programs for

- Water conservation
- Landscaping and irrigation
- Recycled water
- Public education, outreach, incentives

# Climate Action Plan

# Climate Change Adaptation Strategies





## Climate Action Plan Adaptation Strategies

- ◆ Climate change effects anticipated by 2050:
  - Warmer, drier weather (droughts, wildfires)
  - More extreme weather (severe storms, heat waves)
  - Sea level rise (greater storm flooding, inundation, accelerated coastal erosion)
  - Air and water pollution
  - Geographic shifts of habitats and wildlife
  - Effects on local economies, services



## Climate Action Plan Adaptation Strategies

### Projected Sea Level Rise

- ◆ Past 100 years: 7 inches
- ◆ Future California projections from year 2000:

<u>Year</u>	<u>Average</u>	<u>Range</u>
2030	7 inches	5 – 8 inches
2050	14 inches	10-17 inches
2100	47 inches	31-69 inches



# Climate Action Plan Adaptation Strategies

## Sea Level Rise Effects

- Griggs study of Santa Barbara vulnerability

### 2050 magnitude/probability

Storm damage	High
Flooding/inundation	Moderate
Beach retreat	Low
Cliff erosion	Moderate
Tsunami	Low



## Climate Action Plan Adaptation Strategies

### ◆ Strategies to adapt to climate change

Continue and expand programs in place for:

- Emergency preparedness
  - Community resilience planning
- Wildfire, flood control, water conservation
- Coastal hazard & resource planning
  - Data & analysis
- Public facilities and services planning
- Biological resources protection
- Coordinate with local economic sectors

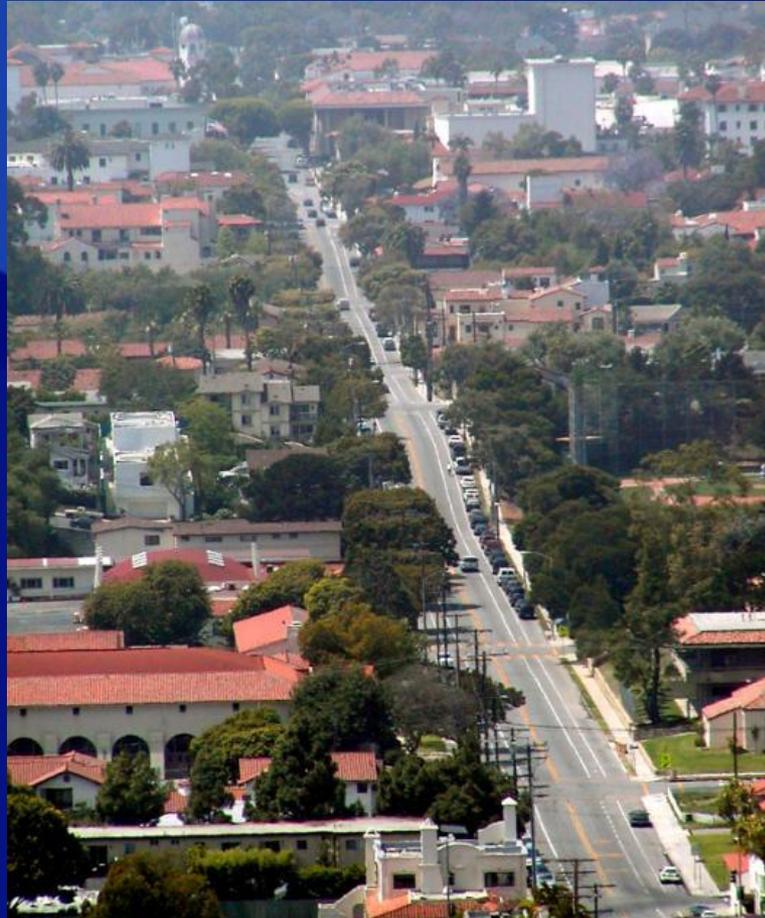


# Climate Action Plan Adaptation Strategies

## Sea Level Rise Adaptation Strategies

- ◆ Ongoing management processes
- ◆ Adaptation planning strategies
  - Coastal data collection & monitoring
  - Vulnerability analysis
  - Adaptation planning
    - Options for facilities (e.g., strengthen in place; raise; managed retreat; relocation)
    - Cliff retreat policies
    - Beach management
    - Coastal ecosystems management

# Climate Action Plan Plan Implementation





## Climate Action Plan Plan Implementation

- ◆ City departments & joint ventures
  - Target dates for implementation  
2015; 2020; 2025; 2030
- ◆ Development design & permitting
- ◆ Climate plan monitoring & reporting through  
General Plan AMP reports
  - Periodic community emissions inventory updates  
and climate change information in 2015, 2020,  
2025, 2030
- ◆ Climate plan update in 2030



## Climate Action Plan Plan Implementation

- ◆ Other benefits of climate plan strategies
  - Operational cost savings
  - New businesses & jobs
  - Security enhancement – less dependence on foreign oil
  - Conservation of energy, water, landfill disposal capacity
  - Reduced air/water pollution & traffic; health benefits
  - Natural habitat benefits

# Climate Action Plan Environmental Review





## Climate Action Plan Environmental Review

- ◆ Climate plan is within the scope of General Plan Update & Program EIR analysis
  - EIR had identified a *significant impact* of not meeting citywide carbon emissions reduction target
- ◆ Addendum to the Program EIR documents lower carbon emissions forecasts & impact
  - Carbon emissions are lower than prior EIR analysis, and would meet targets
  - GP and Climate Plan would therefore have a *less than significant* climate change impact
- ◆ Climate Plan is citywide mitigation program

# Climate Action Plan Public Comment





## Climate Action Plan Public Comment

### ◆ Comments received:

- More comprehensive public education and outreach program
- Delete measures for energy, plumbing upgrades at time of sale
- Cost and use of resources for plan implementation
- Stronger carbon reduction goals & programs, focus on most effective measures



## Climate Action Plan Public Comment

- ◆ Comments received (continued)
  - ◆ Longer-range goal (80% below 1990 emissions level by year 2050)
  - ◆ Focus efforts on sea level rise adaptation planning using year 2100 forecasts, particularly for flooding and public facility issues
  - ◆ Questions ability to use the CAP as a citywide greenhouse gas mitigation program as provided for under CEQA.

# Climate Action Plan Recommendation





# Climate Action Plan Recommendation

- ◆ That Council adopt a resolution adopting the Climate Action Plan and making environmental findings

# Climate Action Plan

[http://www.SantaBarbaraCa.Gov/Residents/Major\\_Planning\\_Efforts/Climate\\_Action\\_Plan](http://www.SantaBarbaraCa.Gov/Residents/Major_Planning_Efforts/Climate_Action_Plan)



City of Santa Barbara

## Climate Action Plan

September 2012





## **20. *Electric vehicle charging stations*** (City program; target 2015; ongoing through 2030)

Work with the business community and community interest groups to facilitate installation of a network of additional electric vehicle charging stations for improved all electric vehicle travel locally and regionally.

- ◆ Install additional universal electric vehicle charging stations in City-owned parking facilities.
- ◆ Continue to collaborate regionally to implement the Central Coast Plug In Electric Vehicle Readiness Plan, including efforts to identify regional charging station sites, coordinate with institutions, businesses, and other entities with large EV charging programs, obtain grant funding assistance, and support public education and outreach.
- ◆ Establish guidelines and procedures to expedite permitting and installations of charging stations, including provisions addressing locations, equipment types, siting and station designs, installation standards, signage, fees, inspections, utility notification, and site lay-outs for multi-family and mixed-use properties. Consider including example applications and designs, on-line and phone inspection options, and plan waivers.



## **20. Electric vehicle charging stations** (City program; target 2015; ongoing through 2030) - continued

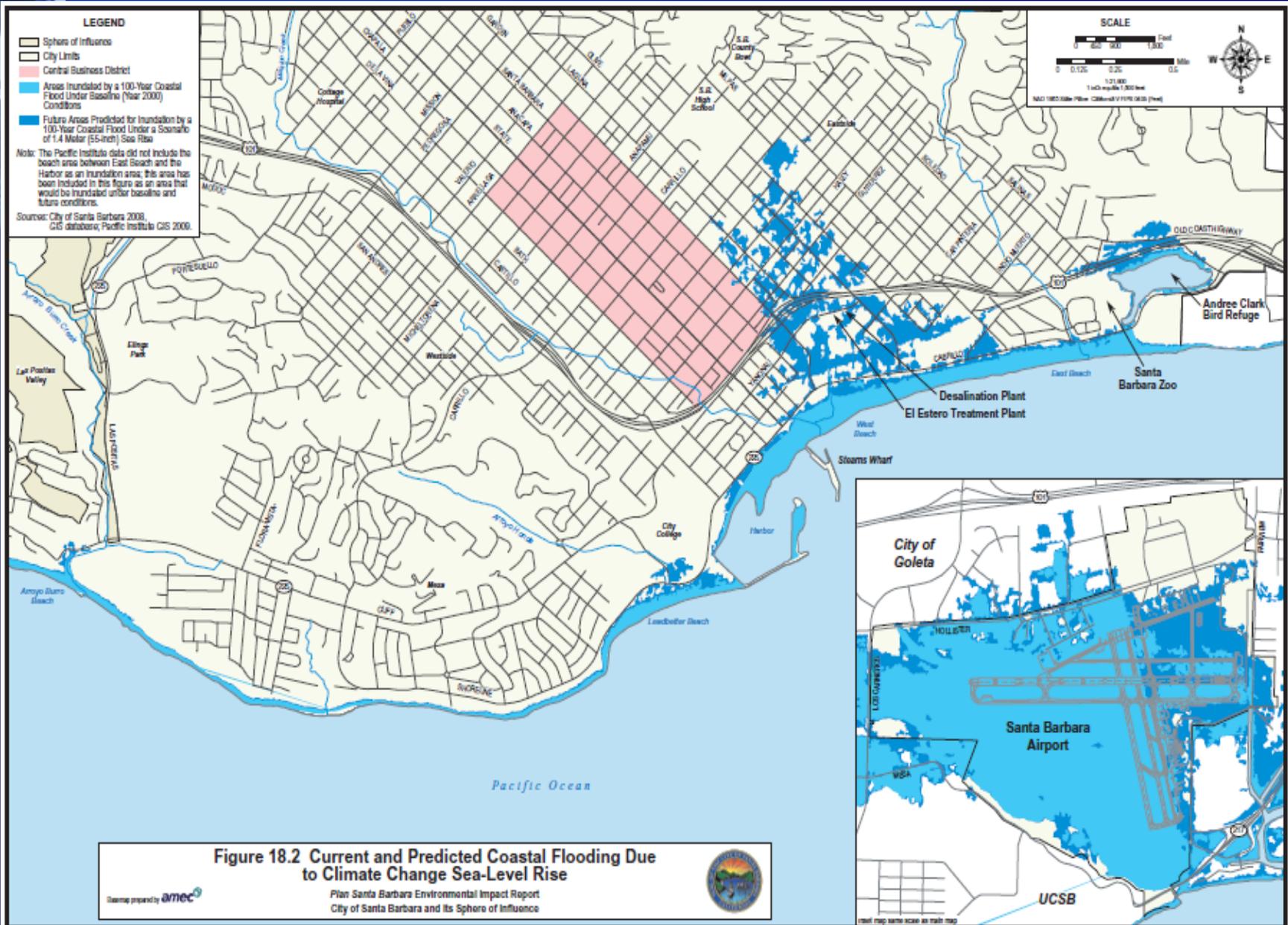
- ◆ Consider ordinance provisions for new projects that require pre-wiring exceeding CalGreen standards to avoid the need for voltage/wiring upgrades with later installation of charging stations.
- ◆ Consider designating zones and land uses appropriate for quick charging facilities (higher energy, larger stations) and slow charging facilities (lower energy, smaller stations).
- ◆ Consider zone changes to require specified percentages of required parking spaces by land use type to have electric vehicle charging equipment





# Heal the Ocean slides for public comment

## **Hillary Houser**



**Figure 18.2 Current and Predicted Coastal Flooding Due to Climate Change Sea-Level Rise**

Planning prepared by amec

Plan Santa Barbara Environmental Impact Report  
 City of Santa Barbara and its Sphere of Influence



Inset map same scale as main map

# GEOTRACKER

## LAYERS

- SIGNIFIES A CLOSED SITE
  - Leaking Underground Tank (LUST) Cleanup Sites
  - Other Cleanup Sites
  - Land Disposal Sites
  - Military Sites
  - WDR Sites
  - Permitted Underground Storage Tank (UST) Facilities
  - Monitoring Wells\*
- \* ZOOM IN TO SEE MWS
- ▲ DTSC Cleanup Sites
  - △ DTSC Haz Waste Permit

## MAP SIZE

640x480 ▾

## OPTIONS

- Site List - [EXPORT TO EXCEL](#)

211 Sites



# GEOTRACKER

## LAYERS

- SIGNIFIES A CLOSED SITE
- Leaking Underground Tank (LUST) Cleanup Sites
- Other Cleanup Sites
- Land Disposal Sites
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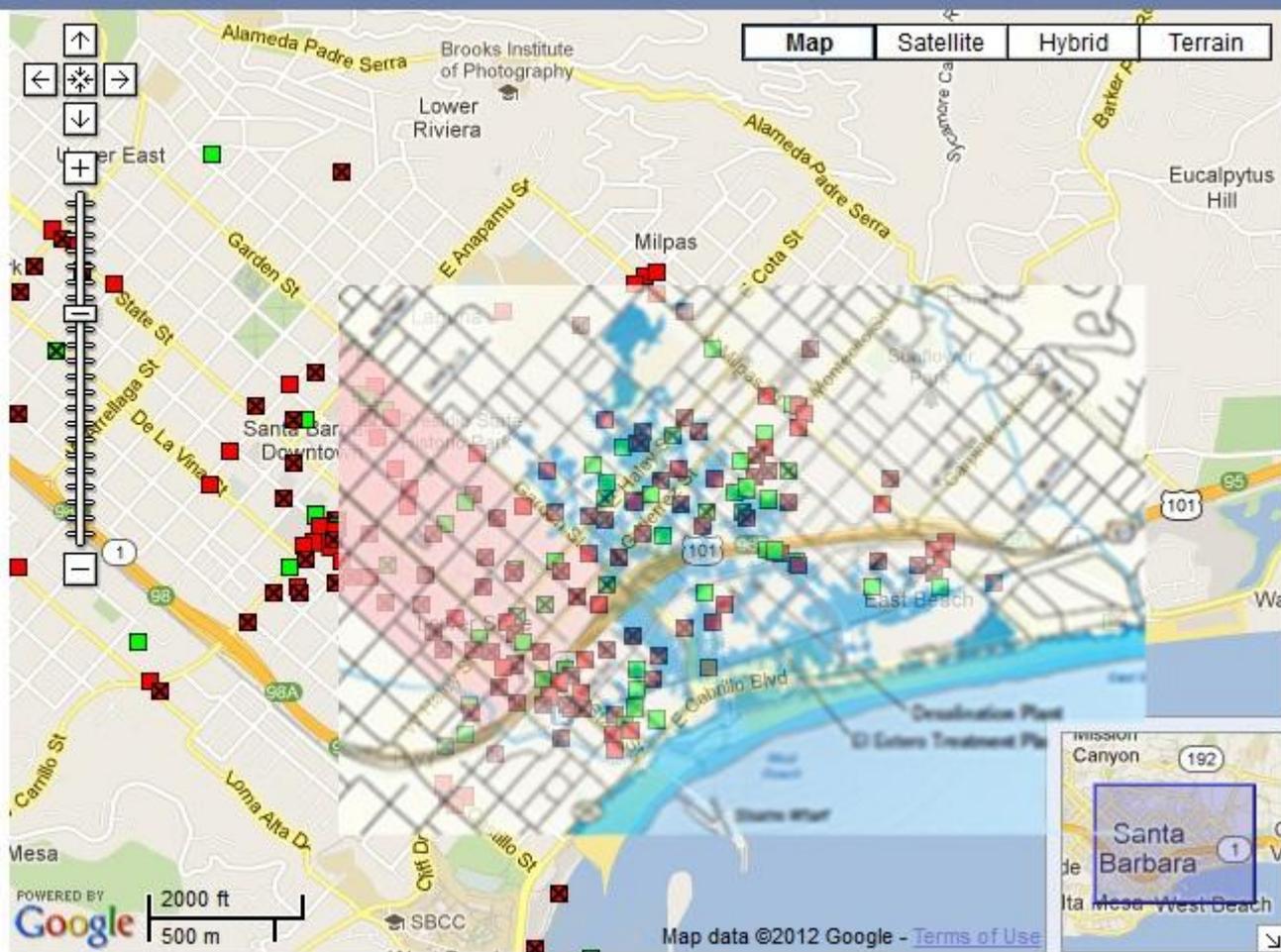
## MAP SIZE

640x480

## OPTIONS

- Site List - [EXPORT TO EXCEL](#)

234 Sites



Map Satellite Hybrid Terrain