

SANTA ROSA COMMUNITY CLIMATE ACTION PLAN (CCAP)

Summary of Implementation, May 2018

CCAP Action	Action Description	Responsible Department	Progress (0-5 or N/A)*	Summary of Actions
GOAL 1. ENERGY EFFICIENCY AND CONSERVATION				
1.1.1	Require new development compliance with Cal Green standards.	BDG	5	Complete. Required for all new development starting in January 2017.
1.1.2	Continue to require Tier 1 standards for new development.	BDG	5	Complete. Per November 2016 City Council adoption of 2016 CALGreen Code as amended.
1.1.3	Require new development to be built with net zero electricity in 2020.	PED	N/A	No feasible path to achieve this goal at the City level without significant additional planning. May be part of future policy development. Is also a long term goal of CA building code update cycle. Staff stay educated regarding local net zero energy efforts.
1.1.4	Evaluate incentives to net zero electricity prior to 2020.	PED	N/A	Other measures advance this broad goal.
1.2.1	Provide information on free or low cost energy audits.	HCS, CTR	1	Staff communicates closely with organizations providing or promoting audits, including the County, SCP, PG&E, and RCPA. City will put program material on future climate action webpage.
1.2.2	Work with SCEIP to offer assistance, financing for retrofits.	CMO	1	City will put program material on future climate action webpage.
1.2.3	Create informational brochure/website for renters.	PED	3	Coordinating with Housing staff to find an existing process/program appropriate for this information.
1.2.4	Create informational brochure/website for historic buildings.	PED	N/A	Coordinating with RCPA; didn't identify any existing guidance on historic retrofit BMPs.
1.2.5	Seek funding to retrofit affordable housing units.	HCS	1	Will seek funding opportunities as they arise. HCS funds are currently used for the acquisition, construction, and rehabilitation of affordable housing units.
1.2.6	Identify neighborhoods appropriate for retrofit pilot program.	N/A	N/A	Completed by RCPA.
1.2.7	Develop a City Energy project to reduce energy in all City facilities through lighting retrofits and mechanical system upgrades.	Facilities	4	Ongoing. City works closely with PG&E and SCP to reduce energy usage (e.g., lighting retrofits, chiller/boiler upgrades) and take advantage of rebates and incentive programs. Comprehensive facility audits completed in 2018. Will prioritize ongoing retrofits and upgrades to existing facilities.
1.2.8	Reduce energy use in city schools and at SR Junior College.	N/A	N/A	City does not have jurisdiction over schools. Staff communicates closely with SRJC sustainability staff.
1.2.9	Continue to identify, implement, and monitor additional methods for reducing energy use from residential and non-residential properties to achieve goal of retrofitting 80% of existing buildings; monitor progress annually.	PED	2	City coordinated with RCPA to promote energy-efficient post-fire rebuilding. Will update City's climate action website to promote all utility and regional programs.
1.3.1	Require real-time energy monitors to track energy use for new construction.	BDG	3	Required by CA Energy Code for Non-residential. Would need Council direction or Code revision to require more strict standards.
1.3.2	Inform community regarding metering options.	BDG	N/A	Duplicative of power utility activities.
1.3.3	Provide information on appliance rebates.	PED	0	Will update City's climate action website to promote all utility and regional programs.
1.4.1	Develop a tree inventory.	RP	2	An inventory of park trees will be part of the new City-wide work order/asset management system.
1.4.2	Implement the City tree preservation ordinance.	PED	5	Implemented at the project level as applicable.
1.4.3	Require new development to provide public and private trees.	PED	5	Implemented at the project level as applicable.
1.4.4	Create an Urban Greening Policy.	PED	0	Has not been implemented because of staffing limitations.

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1.4.5	Develop a web application to provide updated tree information.	RP	2	Will be evaluated as part of the new City-wide work order/asset management system.
1.5.1	Adopt ordinance requiring use of cool paving materials.	EDS, PED	1	Will be incorporated in upcoming revision of City Street Standards.
1.5.2	Ensure cool roof and paving ordinance allows for green/living roofs and addresses historic structures.	PED	0	This would necessarily be part of a policy project. To staff knowledge, there are no green roof standards in the current Title 24 code, and currently no serious interest in pursuing green roof projects to date.
1.5.3	Create a pilot program for a Green Streets policy.	PED	0	The scope of this measure needs to be clarified preliminary to any action. Could possibly be consolidated with measure 1.4.4
1.6.1	Find funds to develop rebate program for appliances.	N/A	N/A	Redundant of other organization efforts including SCWA, PGE, NSCAPCD. Will update City's climate action website to promote all utility and regional programs.
1.7.1	Utilize appliance rebate program for electrification of equipment.	Facilities	1	Facilities has identified needed projects through a comprehensive facilities audit. Will electricity equipment as appropriate.
1.7.2	Identify programs to switch appliances from natural gas to electricity.	PED	1	Redundant of other organization efforts including SCP's. Will update City's climate action website to promote all utility electrification programs.
GOAL 2. RENEWABLE ENERGY				
2.1.1	Update zoning code to remove barriers to small-scale renewable energy systems.	PED	0	Staff time has not been allocated to research what renewable projects are feasible at the small scale, and subsequently identifying what obstacles currently exist in the zoning code. They have almost certainly not been identified in the entitlement permit process through actual project proposals. The building code may be the more substantial obstacle to innovative technology.
2.1.2	Implement a solar policy.	PED	0	Staff time has not been allocated to scope and evaluate the cost/benefit relative to other measures. State laws and requirements promoting solar have reduced the priority of this item as more solar provisions become mandatory. This trend continues with the CEC announcement in May 2018 requiring rooftop solar for new homes beginning 2020.
2.1.3	Consider pre-wiring and plumbing for small-scale renewable energy systems.	BDG	3	Cal Green Code requires PV conduit for Residential only. Would need Council direction or Code revision to required more strict standards.
2.1.4	Create municipal projects which include renewable energy.	Parking, RP, Traffic, Water	4	As of 2015 SRW met over 20% of its electricity demand via generating its own energy. At the Laguna Wastewater Treatment Plant, the City used 100% of the digester gas produced to generate about 7.8 million kilowatt hours of electricity each year using combined heat and power engines (13% of SRW demand - this number is now larger with the introduction of the high strength waste facility). SRW has also installed solar PV on various sites to generate 650,000 kilowatt hours of electricity annually, which are used to power lighting, pumps, and equipment in its facilities (1% of demand). SRW is in the process of completing a comprehensive solar photovoltaic investigation to prioritize future installations. Parking recently completed installation of four PV roof installations at city parking structures, totaling 321 kW. The installations are performing even better than projected.
2.2.1	Partner with SCEIP to provide financing for solar.	CMO, Water	5	Complete. City coordinated with SCEIP to ensure City residents and businesses have access to Property Assessed Clean Energy (PACE) financing for solar installations.
2.2.2	Explore feed-in-tariff to spur renewable energy installation.	CMO	N/A	Sonoma Clean Power provides these services including crediting residential scale electricity generation.

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2.3.1	Set renewable power generation goal by council resolution.	CMO	0	Sonoma Clean Power delivers electricity citywide with a mix of 42% renewable which is expected to increase over time. Staff recommends identifying concrete steps to achieving this goal before proceeding.
2.3.2	Work with PG&E to increase use of renewable energy sources.	CMO	N/A	The City now purchases electricity from Sonoma Clean Power, which provides a higher percentage of renewable electricity than PG&E.
2.3.3	Explore cost of Community Choice Aggregation.	CMO	5	The City began purchasing electricity from Sonoma Clean Power in late 2014.
2.3.4	Evaluate feasibility of mid-size renewable projects in City.	PED/Water	2	Water is investigating the feasibility of a large-scale system.
GOAL 3. PARKING AND LAND USE MANAGEMENT				
3.1.1	Support Urban Growth Boundary.	PED	5	Utility certificates outside the UGB are generally discouraged. Would require a referendum to modify UGB before 2035. Also incentivize residential density at Downtown and NSR Station areas.
3.1.2	Implement station plans and corridor plans.	PED	5	Ongoing. Implemented project by project.
3.2.1	Work with new, major employers to ensure everyday services (e.g., dry cleaning, child care) are on-site or nearby.	PED	5	Ongoing. Implemented at the project level as applicable.
3.2.2	Improve non-vehicular network to promote walking, biking.	Traffic	2	Ongoing efforts to enhancement and add bike and pedestrian facilities through capital facilities projects and new construction.
3.2.3	Support mixed use, higher density development near services.	PED	5	Transit Village Medium and Commercial Downtown zones support these goals. Ongoing policy efforts to increase density in corridors in downtown areas through updates to Downtown Stationary Plan and the Zoning Code, Density Bonus chapter.
3.3.1	Support, encourage, prioritize affordable housing near transit.	HCS, Transit, Traffic	2	City working on walking surveys, crosswalk installation.
3.3.2	Implement the Housing Allocation Plan.	PED	5	Implementation ongoing.
3.4.1	Price on-street parking relative to congestion.	Parking	5	Approved by City Council. Implemented Jan 2018
3.4.2	Implement residential permit program.	Parking	5	6 zones currently in the permit program. Parking continues to work with individuals/neighborhoods interested in implementing the program.
3.4.3	Evaluate the zoning code to reduce parking where appropriate.	PED	0	Staff time has not been allocated to scope and evaluate this measure.
3.5.1	Investigate mechanisms to unbundle parking from property cost.	PED	5	Ongoing. Implemented at the project level as applicable.
3.5.2	Implement policy to encourage unbundled parking.	PED	5	Ongoing. Implemented at the project level as applicable.
3.6.1	Install calming features to improve pedestrian/bike experience.	Traffic	2	Ongoing efforts to enhance and add bike and pedestrian included in the Master Plan. Projects constructed or under construction include 3rd Street, Morgan St to B St., Class II bike lanes and pedestrian enhancements on the north side of 3rd Street; Class II bike lanes on 3rd Street between Dutton Ave and Santa Rosa Creek; at grade bicycle and pedestrian crossing at Jennings Ave and the SMART tracks. The environmental phase for the Highway 101 bicycle and pedestrian bridge has begun and expected to be complete by late Summer 2018.
GOAL 4. IMPROVED TRANSIT OPTIONS				

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4.1.1	Implement the Bicycle and Pedestrian Master Plan	Traffic	2	Ongoing efforts to enhance and add bike and pedestrian included in the Master Plan. Projects constructed or under construction include 3rd Street, Morgan St to B St., Class II bike lanes and pedestrian enhancements on the north side of 3rd Street; Class II bike lanes on 3rd Street between Dutton Ave and Santa Rosa Creek; at grade bicycle and pedestrian crossing at Jennings Ave and the SMART tracks. The environmental phase for the Highway 101 bicycle and pedestrian bridge has begun and expected to be complete by late Summer 2018. Outreach for BPMP update began in December of 2017 and is ongoing, and a draft plan is anticipated in fall 2018.
4.1.2	Update bicycle parking regulations.	Traffic	5	Complete.
4.1.3	Provide bicycle safety training to residents and employees	PED	1	Webpage will be updated to address this informational need.
4.1.4	Improve pedestrian access to bus stops.	Traffic, Transit	5	Ongoing. Installing crosswalks and other pedestrian amenities near bus stops.
4.1.5	Implement a bike-share program.	Traffic	2	The SCTA and Transportation Authority of Marin (TAM) have been award funds through MTC's bike share capital grant program. SCTA will be bringing the funding agreement to their board in June or July 2018. Deployment of these bike share resources is estimated to in FY19/20 or earlier.
4.2.1	Implement an Automated Vehicle Location system to improve transit system management and performance and to provide real time arrival and departure data to transit riders.	Transit	5	This projects was completed prior to establishment of the CAP implementation team; check it out at https://srcity.org/2194/CityBus-Trip-Planner or download the MyStop app.
4.2.2	Provide safe spaces to wait for bus arrival.	Transit	4	Ongoing. Transit staff continue to make infrastructure improvements to bus stops with the greatest ridership usage, and stops that impact accessibility for people living with a disability. All bus stops have been evaluated for accessibility, pedestrian safety and bus access. Additionally, shelters and benches have been installed at high use stops to improve the rider experience.
4.2.3	Support establishment of SMART rail service.	Parking, Transit	4	CityBus staff have completed the following items to support SMART service: 15 minute local bus service for the Santa Rosa Downtown Station along with 3rd Street bus stop improvement, reciprocal transfers-updated Clipper rules, design and procurement of a parking shuttle contractor, off-platform signage for both the Downtown and North Station, CityBus staff will assist SMART by being the Santa Rosa Clipper sales office and lost/fund pick-up location, and Guerneville Rd turn-up and bus stop improvements. Still working on improvements and negotiations with property owners along westbound routes.
4.2.4	Explore high frequency/rapid bus along major transit corridors.	Transit	5	After two years of a planning effort, in May 2017, CityBus started operating the City's first every 15 minute frequency on portions of Mendocino Ave., Sebastopol Ave., and Santa Rosa Ave. Phase II of the Reimagining planning effort calls for additional high frequency corridors along Santa Rosa Ave. and Sonoma Ave. along with infrastructure to support this frequent service.

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4.2.5	Replace bus fleet with GHG reducing vehicles.	Fleet	2	The City has incorporated 10 Electric Diesel Hybrids (seven 2011 New Flyers and three 2008 Gilligs) into the City Bus fleet. Also the City has reduced the fleet size and retired three additional Diesels in 2017. The most recent addition to the CityBus fleet was the purchase of 4 Clean Diesel buses in 2016. CityBus prepared a FTA Low or No Emission Vehicle Program - 5339(c) grant for submittal in collaboration with Sonoma County Transit for the purchase of zero emission electric vehicles. CityBus has received Grant funding to purchase two zero-emission electric busses, and is now looking at EV charging infrastructure to support this purchase.
4.2.6	Evaluate system performance to maximize transit trips provided.	Transit	5	Ongoing evaluation of route performance. Reimagining CityBus was a two year effort into long term route planning for CityBus. This effort was the largest planning effort in CityBus's history to improve system wide services with a distinct goal of increasing ridership. We will be monitoring and evaluation the system wide changes to provide continual improvement.
4.2.7	Evaluate measures to increase transit ridership.	Transit	4	Reimagining CityBus was a two year effort into long term route planning for CityBus. This effort was the largest planning effort in CityBus's history to improve system wide services with a distinct goal of increasing ridership. We will be monitoring and evaluation the system wide changes to continue to look for improvement that can further increase transit ridership.
4.3.1	Work to establish a car-sharing operation in Santa Rosa.	Parking, RCPA	4	This project is ongoing and being coordinated through the Parking division and RCPA staff. An RFP was issued by SCTA, with one respondent proposal. SCTA plans to award the contract in July 2018, with two car share locations proposed for downtown Santa Rosa.
4.3.2	Work with large employers to provide rideshare programs.	Transit	2	The City will coordinate efforts on this policy with SCTA-RCPA as they have stepped up into a leadership role in this area. The Santa Rosa Free Ride Trip Reduction Incentive Program is designed for Santa Rosa area employers who would like to provide incentives to encourage their employees who drive alone to work to try a money saving, environment helping, traffic reducing commute alternative like walking, biking, carpooling or taking the bus to work.
4.3.3	Consider expanding employee programs promoting transit use.	Transit	2	The Santa Rosa Free Ride Trip Reduction Incentive Program is designed for Santa Rosa area employers who would like to provide incentives to encourage their employees who drive alone to work to try a money saving, environment helping, traffic reducing commute alternative like walking, biking, carpooling or taking the bus to work. The Free Ride program currently partners with 290 organizations with 1510 participants, avoiding emissions of approximately 400 metric tons annually.
4.3.4	Provide awards for employee use of alternative commute options.	Transit	2	The Santa Rosa Free Ride Trip Reduction Incentive Program is designed for Santa Rosa area employers who would like to provide incentives to encourage their employees who drive alone to work to try a money saving, environment helping, traffic reducing commute alternative like walking, biking, carpooling or taking the bus to work.
4.3.5	Encourage new employers of 50+ provide subsidized transit passes.	PED	3	Implemented on a project by project basis.

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4.3.6	Work with local school districts, SRJC to provide subsidized passes.	Transit	4	CityBus has worked closely with the SRJC over the last few years to promote a student lead effort to fund "unlimited access" to CityBus. In Spring 2017 the SRJC students passed an initiative to fund "unlimited access" to transit. Pilot program with SRJC implemented in fall 2017 -present with an average of 12,000 rides/month, seeking Council extension through Dec 2018 on June 5th 2018.
4.3.7	Identify locations for additional park-and-ride lots.	Transit	0	This could be evaluated as part of the General Plan update.
4.4.1	Designate some Sundays as car-free in rotating neighborhoods.	Transit	0	Would need to find neighborhoods interested in this project.
4.5.1	Promote workplace alternatives including telecommuting.	CMO	0	Telecommuting is allowed in the appropriate context.
GOAL 5. OPTIMIZED VEHICULAR TRAVEL				
5.1.1	Provide electric recharging stations in City facilities/lots.	Fleet	4	EV charging stations are available at three city facilities, and other public lots totaling 13 public EV charger ports. Located at City Hall (2), MSCS (2), MSCN (2), Garage 9 (3), Garage 12 (2), Parking lot 14 (2).
5.1.2	Require new parking lots to include electric vehicle recharging.	PED	0	Due to staffing limitations, this effort requires management direction to initiate and prioritize Zoning Code revision.
5.1.3	Allow EV charging stations as permitted uses in larger parking lots.	PED	5	The current Zoning Code does not prohibit this use.
5.1.4	Provide priority parking for electric hybrid vehicles in City lots.	Parking	5	EV charging stations, with priority parking, are installed in two city garages and one surface lot.
5.1.5	Consider rebates for employee purchase of electric vehicles.	CMO	N/A	Sonoma Clean Power continues to provide annual rebates for electric vehicles while funds are available and agency goals are aligned.
5.1.6	Expand electric vehicle charging network.	Parking, BDG, Fleet	4	Parking, public project such as Courthouse Square include charging stations. Seven additional EV charging ports to be installed at CHS this year.
5.2.1	Require new fueling stations to provide alternative fuels.	PED	N/A	The City is prioritizing electric charging stations.
5.2.2	Offer guidance about diesel-to-biodiesel conversions.	PED	N/A	Biodiesel technology is not being pursued at this time in favor of hybrid, NG, and all-electric technologies.
5.2.3	Develop tri-generation fuel cell for City/public vehicles.	Water	N/A	This project has been reviewed by staff and deemed infeasible; it will not be pursued.
5.2.4	Develop alternative fueling stations in Santa Rosa.	PED	N/A	The City is prioritizing electric charging stations. Tracking of alternative fueling stations is done by USEPA.
5.2.5	Increase participation in SRJC alternative fuel classes.	CMO	0	City webpage will be updated to address this informational need.
5.3.1	Work with law enforcement to enforce state idling rules.	Police	5	Police enforce when deemed appropriate for safety.
5.3.2	Shut off cars when waiting to pick up children at school.	PED	0	Action would take the form of an idling ordinance. Due to staffing limitations, this effort requires management direction to initiate and prioritize policy development.
5.3.3	Consider amending zoning code to prohibit new drive-through facilities	PED	N/A	Considered and rejected as infeasible.
5.4.1	Identify streets appropriate for Neighborhood Electric Vehicle (NEV) network.	Fleet	N/A	The NEV network concept has been surpassed by other more cost effective vehicle sharing models like bike and car shares.
5.4.2	Create a NEV street network.	Fleet	N/A	The NEV network concept has been surpassed by other more cost effective vehicle sharing models like bike and car shares.
5.4.3	Explore rebates for purchases of NEV.	Fleet	N/A	The NEV network concept has been surpassed by other more cost effective vehicle sharing models like bike and car shares.
5.4.4	Develop a map and signage for NEV network.	Fleet	N/A	The NEV network concept has been surpassed by other more cost effective vehicle sharing models like bike and car shares.
GOAL 6. WASTE REDUCTION, RECYCLING, AND COMPOSTING				

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6.1.1	Improve the amount and types of waste accepted for curbside pickup. Conduct public outreach and education.	CMO	3	The City's new waste hauler, Recology, includes curbside recycling and green waste bins, and a Waste Zero team dedicated to increasing waste diversion in the City. The City has contracted R3 to develop a Zero Waste Plan to improve waste diversion community-wide. The Plan is scheduled to be complete in early 2019.
6.1.2	Work with SCWMA to encourage restaurants to compost.	CMO	5	The City's new hauler, Recology, offers free green waste bins for commercial businesses, and education on how to implement composting. AB 1826 may necessitate a potential City Code to ensure green waste recycling at applicable sites. The City continues to work with SCWMA on this topic.
6.1.3	Increase diversion of construction waste.	CMO	3	Current Construction and Demolition (C&D) Agreement requires diversion rate of 50%, per AB 939 (contract valid through 2/28/2021). The City may not be able to formally raise requirement until then, by amendment. Working with R3 to develop City Zero Waste Plan - can potentially address this issue through that forum.
6.2.1	Discourage use of Styrofoam and plastic bags.	CMO	3	Plastic bag ban became effective in Sonoma County in 2014.
6.2.2	Reduce amounts of packaging used.	CMO	1	SCWMA looking into potential Extended Producer Responsibility (EPR). This measure is challenging due to the industry, and then need for regulations to come from higher (i.e., federal and/or state) levels of government.
6.2.3	Discourage bottled water at City events.	RP	4	Rec and Parks provides the Hydration Station, water dispenser, and/or pitchers of water at meetings and events.
6.2.4	Divert 75% of waste by 2020.	CMO	2	75% by 2020 is unattainable. New Solid Waste Services Agreement has progressive diversion requirements over time with 60% by 2029.
GOAL 7. WATER AND WASTEWATER				
7.1.1	Require reduction in potable water for new development.	BDG	5	Water Efficient Landscape Ordinance updated requirements for landscaping established in December 2015.
7.1.2	Expand water conservation efforts.	Water	5	Participation rates in the City's programs have increased in almost all categories, every year since 2011. Metrics tracked include: -sqft of landscape converted from high water use -total # rebates converting from high to low water use -total \$\$ given converting from high water use -# of rainwater gallons stored -# of multi/single family aerators -# of multi/single family residence showerheads
7.1.3	Use water meters which track real-time water use.	Water	4	Meter Upgrade Project well underway; as of May 2018, approximately 32% of meters have been upgraded. Staff estimate all meters will be converted by 2021.
7.1.4	Utilize smart water meters to save water and costs.	Water	4	Meter Upgrade Project in progress (see 7.1.3). The City is using data from upgraded meters to identify and address leaks and water losses.
7.2.1	Provide recycled water to Geysers to generate clean energy.	Water	5	Complete. SRW provides 17,000 acre-feet per year to the geysers, which is approximately 99% of our recycled water. This generates electricity for roughly 100,000 households in Sonoma and North bay counties.

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7.2.2	Install innovative renewable energy projects at treatment plant.	Water	3	Renewable energy projects at LTP include: - 87.8 kW of solar PV -Combined heat and power engines that generate electricity from digester gas -High strength waste facility that increased our digester gas production, and subsequent energy output -New solar and battery storage as part of Microgrid project -Energy Optimization Plan evaluating potential for large-scale (>=1MW) solar installation, possibly floating solar on treatment ponds
7.3.1	Expand infrastructure network to deliver recycled water	Water	N/A	The City has determined it is not cost effective to expand recycled water infrastructure at this time. SRW currently uses all our recycled water, most of which is delivered to the geysers. The Incremental Recycled Water Project (IRWP) found this to be the best use for the water.
7.3.2	Install dual plumbing in some new development	Water	N/A	Not implemented. No zones anticipated to receive future recycled water at this time. All recycled water availability used by geysers project and current water recycling clients.
GOAL 8. AGRICULTURE AND LOCAL FOOD				
8.1.1	Incentivize residential agriculture.	PED	0	No incentive is being considered at this time.
8.1.2	Promote growing of fruits/vegetables in front yards.	PED	0	No incentive is being considered at this time.
8.1.3	Establish community gardens and urban farms.	RP	5	Community gardens are included in new park design, such as Finali and Bayer neighborhood parks and proposed, in Kawana Springs Community Park master planning process.
8.1.4	Revise zoning code to allow small animals, chickens, bees.	PED	3	Zoning Code updated to allow chickens. Other animals not under consideration at this time.
8.1.5	Promote Slow Food campaign for restaurants/wineries.	PED	3	City's Santa Rosa - Out There, In the Middle of Everything website promotes local restaurants and wineries, many of which include Slow Food.
GOAL 9. OFF-ROAD VEHICLES AND EQUIPMENT				
9.1.1	Re-establish voluntary exchange of gas mowers/blowers.	PED	N/A	A mower exchange program is administered by BAAQMD based on availability of funds.
9.1.2	Encourage provision of outside outlets.	BDG	5	Required by Residential building code. Would need Council direction or Code revision to required more strict standards.
9.1.3	Replace high water use landscapes.	Water	5	Santa Rosa Water provides residential turf replacement rebates, and awards for low-water conversions. Water efficient garden installed at City Hall with tours being offered to demonstrate water efficiency technology.
9.2.1	Minimize idling time to 5 minutes or less.	RP	4	Parks annually reviews idling policy with crew at Safety Tailgate meetings.
9.2.2	Maintain construction equipment per manufacturer's specs.	RP	4	Rec and Parks staff regularly check, clean and maintain small motor, pumps and power equipment.
9.2.3	Limit GHG construction equipment emissions by applying specific measures.	PED	5	This is standard for projects subject to CEQA. May consider a standard condition for exempt projects. Limitations on enforceability.

*N/A denotes the City has chosen to not pursue this measure. 0 denotes the City intends to implement the measure, but has not begun implementation. 5 denotes the measure has been fully implemented, which may include ongoing actions.

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MEASURE STATUS BY CCAP CATEGORY

■ Ongoing/Completed ■ In Process ■ Standby

