

Chapter	Action Plan	Page #	Commenter	Comment
2	N/A	17	Brent Newell, GPAC	Consider adding a subheading and paragraph describing how changes to natural hazards impact public health and well-being. It does not need to be exhaustive, but several examples include (1) increased ozone pollution formed with increases in temperature; (2) PM2.5 from wildfire smoke; and (3) impact to mental health, especially among youth.
3	N/A	20	Brent Newell, GPAC	Add paragraph describing how equity considerations and actions to prevent disparate burdens are also required by state and federal law. CA Government Code section 11135 and Title VI of the Civil Rights Act of 1964 both place a duty on recipients of state and federal funding, respectively, to prevent racial discrimination. We can emphasize how Petaluma recognizes its obligations and through its use of an equity lens will provide leadership and affirmative policy to secure climate justice for Petalumans.
3	N/A	20, Figure	Brent Newell, GPAC	I believe another image/example better shows that equity demands not only different tools but also more of them. I have seen an image illustrate this which shows people standing at a fence watching something. Giving everyone the same size box shows equality while giving each person a different sized box to allow each of them to see over the fence shows equity.
4	N/A	32	Brent Newell, GPAC	It appears the Blueprint's forecast relies on the Petaluma Climate Action inventory from October 2021. The Adjusted Business as Usual GHG Forecast should be updated given significant policies adopted since the end of 2020, including Advanced Clean Cars II, Advanced Clean Trucks, and Advanced Clean Fleets. I don't think reductions from these rules are accounted for in the BAU forecast. These data are important because the transportation sector is the largest source of emissions and these three CARB rules have major impact on the future emissions inventory of trucks and passenger vehicles.
5	Clean Energy	43	Brent Newell, GPAC	Would city implementation action #4 apply to existing affordable housing developments, including the Petaluma first time homebuyer program? Regardless, this action item should clarify whether it applies to new and existing or only new.
5	Clean Energy	43	Brent Newell, GPAC	City Implementation Action #5 should apply to private generators that homeowners would use. Similar rationale applies to fossil fuel and polluting generators as would apply to lawn and garden equipment (action #6).
5	Clean Energy	43	Brent Newell, GPAC	City Implementation Action #6 should be reworded from "consider" to "adopt a policy to ban" lawn and garden equipment. These equipment are highly polluting both in terms of GHGs but also criteria pollutants and entrained dust.
5	Clean Energy	43	Brent Newell, GPAC	City Implementation Action #7 should specify 100% combustion-free electricity as well as carbon-free.
5	Buildings	45	Brent Newell, GPAC	Clarification: does this strategy also apply to new commercial and industrial buildings? The language leans heavily towards residential and there is a nonresidential reference in the second paragraph. The electrification requirements should apply to nonresidential (commercial and industrial) since nonresidential building emissions are a significant fraction of the overall building emissions inventory.

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5	Buildings	48	Brent Newell, GPAC	City Implementation Action #4 should include panel upgrade and electric stove in the program. Only supporting low-income and moderate-income residents with heat pumps and water heaters neglects other significant costs of panels and stoves. Moreover, gas stoves are the source of indoor air pollution and should be prioritized from a health and equity standpoint because of such indoor air pollution.
5	Buildings	48	Brent Newell, GPAC	City Implementation Action #7 should prioritize low and moderate income residents, and include developing a financial mechanism to support electrification for such residents.
5	Transportation and Land Use	60	Brent Newell, GPAC	Clarification: does City Implementation Action #4 include dedicated bike/pedestrian paths?
5	Transportation and Land Use	60	Brent Newell, GPAC	Partnership action #2: expand to include allocation of public safety resources. Need more than training, but actual bike cops on dedicated bike and pedestrian paths. I have heard many residents talk about avoiding use of the Lynch Creek Trail because of safety concerns.
5	Transportation and Land Use	64	Brent Newell, GPAC	<p>The way the Low Carbon Fuel Standard operates raises equity and emissions inventory integrity issues. Charging stations are among several activities that are eligible to generate LCFS credits. The revenue from the sale of those credits helps support and encourage such infrastructure or fuels (including electric buses). However, the credits are purchased by deficit generators (oil companies) to offset emissions from their fossil fuels. Thus, the environmental attribute goes with the credit and the credit allows an increase in emissions from fossil transportation fuels. Communities living near refineries and oil production continue to experience racially disparate impacts.</p> <p>To address this issue, I suggest that Petaluma require any credit generator to surrender LCFS credits to the City, the City pays the generator the market price for the credits, and the City retires the credits. If the City generates the credits, then the city should retire the credits.</p> <p>If not, the City should add the emissions related to the LCFS credits generated into its inventory since the environmental attribute is claimed by the oil company.</p> <p>Happy to have a conversation about this.</p>
5	Resource Consumption	69	Brent Newell, GPAC	The solid waste diversion should specify that no city solid waste will be diverted to a biogas production facility. SB 1440 gave the CPUC the authority to establish biogas procurement mandates and CPUC proceeding R1302008 allows diversion of solid waste for use as biogas feedstock to meet a biogas procurement mandate to support achieving the SB 1383 diversion target. This is important to exclude because such biogas is intentionally created and has net positive GHGs. Petaluma's program should focus on solid waste diversion and not participating in a program that generates a combustion fuel from intentionally created methane.

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5	Resource Consumption	74	Brent Newell, GPAC	Add partnership opportunity with Petaluma City Schools to align school lunch programs with local food system strategy.
5	Municipal Operations	89	Brent Newell, GPAC	LCFS credit issue implicated here also. What the City does with LCFS credits is important for emission reductions and equity issues.
6	N/A	59	Sharon Kirk- GPAC	Suggest checkpoint for funding critical activities at each budget cycles and a commitment to report out on how each budget decision will either accelerate or slow Blueprint implementation.
5	Transportation and Land Use		Sharon Kirk- GPAC	Suggest identifying "must take" City Council actions and report out when they are achieved or thwarted. Specifically, we cannot let the voices of a few dissuade Council from taking action when it is required to meet our climate goals. This will be especially difficult around land-use decisions, e.g. various Overlay zones.
3	N/A		Sharon Kirk- GPAC	Tag every action before City Council with a CAP impact notice. A "yes" (or "no") vote means what for the CAP?
5	Carbon Neutral Municipal Operations Plan		Sharon Kirk- GPAC	Excellent staffing plan. At the start of each year, create a "what to expect" communiton to all City residents detailing what the coming year holds in store.
5	Transportation and Land Use		Sharon Kirk- GPAC	An auto-sharing program would be great too. Not sure we have the population for it, but would be worth investigating or detailing why this isn't workable for Petaluma.
5	N/A		Sharon Kirk- GPAC	Not everyone will be happy with the proposed actions. Suggest that the City take a hard stand against entertaining neighborhood protests about active transportation, zoning, parking changes that are necessary to achieve our goals. This is a huge cultural shift, but really necessary. Education yes, but engaging in endless rounds with NIMBYs will not be constructive and will stymie forward progress.(Not everyone believes that climate change is real or human caused.)
6	N/A		Sharon Kirk- GPAC	Prioritize spending areas. Be very clear what expenditures are considered non-negotiable, must be funded. Educate the public on how critical revenue streams are to the City. (Including revenues from Overlay districts that might be proposed.)
6	N/A		Sharon Kirk- GPAC	Strongly recommend a vacancy tax (or assessment districts) to discourage idle land (especially in "activity hubs," areas targeted for infill). Taxes/assessments might be avoided if land is put to use for community good, like for sharing hubs (tools, etc). We need to make blighted underutilized parcels visible to the public and/or make it painful for landowners to hold on to them.
5	Clean Energy	43	Sharon Kirk- GPAC	Item 1: Ensure that systems are designed for the simultaneous or future installation of and connection to battery storage. Need to specify for "self-consumption." Battery storage that is dedicated to backup power doesn't move the needle on local use of renewables. I believe this is what we mean here.
5	Clean Energy	43	Sharon Kirk- GPAC	Item 6: Pull this up to 2025. Make this mandatory, not an item to be "considered." This isn't that har

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5	Clean Energy	43	Sharon Kirk- GPAC	Item 8: Don't like that we are just considering this by 2030. Make it a BOLD goal. Change to "By 2030, all municipal energy will be generated from local renewable sources..."
5	Clean Energy	44	Sharon Kirk- GPAC	Funding item 3: Typo, should be 2026. Pull this up. Align with election year strategies consistently.
5	Buildings	46	Sharon Kirk- GPAC	New buildings, Item 2: Not sure what this question is intended to accomplish. It is always possible to connect a battery system. Just needs time and money!
5	Buildings	46	Sharon Kirk- GPAC	New buildings, Item 6: To be effective, this must also identify sources of these materials. This should be evaluated for cost to developer/homeowner. We don't want to enforce a standard that makes building in Petaluma even more cost prohibitive than it already is.
5	Buildings	46	Sharon Kirk- GPAC	New buildings, Item 8: Same comment as item #6. Let's not make it impossible to build in Petaluma.
5	Buildings	48	Sharon Kirk- GPAC	Existing buildings, Item 2: Add language here about what the goal of this action is. Assume it is to support upgrades to all electric (?) For older properties this may require the additional expense of a PG&E line upgrade. (The line may not be able to carry the amperage the upgraded panel is rated for.) There must be some exemption for this work over a certain dollar amount and/or incentive programs to cover the cost. This is especially true for the west side of town and older buildings.
5	Buildings	48	Sharon Kirk- GPAC	Existing buildings, item 3: Same comment as #2, PG&E upgrades can be cost prohibitive. Consider workign with PG&E to create a database of service capability in line drops.
5	Buildings	48	Sharon Kirk- GPAC	Existing buildings, item 6a: All electric can be prohibitively expensive to operate without a renewable source. We don't want to saddle DACs with upgrades they can't afford to support. Heat pumps are more efficient than gas (fuel to heat is more efficient), HOWEVER, heat pumps can be incredibly expensive to operate. This is entirely based on electric rates.
5	Buildings	48	Sharon Kirk- GPAC	Existing buildings, item 7: Again, PG&E upgrades can be prohibitively expensive.
5	Buildings	49	Sharon Kirk- GPAC	Existing buildings, item 4; Where can we buy appliances in Petaluma? Seriously.
5	Buildings	49	Sharon Kirk- GPAC	Existing buildings, item 6: Partner with SRJC to implement this program.
5	Buildings	50	Sharon Kirk- GPAC	Existing buildings, item 2: HERS/EPA report. Petaluma homeowners should not be disproportionately impacted as compared to homeowners in other jurisdictions. Suggest that this would be better mandated at the state level. Simply reporting on this, does not improve anything. Petaluma's ordinances for doing business in the City are onerous. If implemented it is important that homeowners be able to find the most cost effective reporting solution. And that probably isn't through requiring energy raters have a Petaluma business license. (Check out who is able to do sidewalk repair in Petaluma for comparison. Their rates are uniformly \$100/square foot for CONCRETE. I use this as an example of a zipcode tax that simply isn't sustainable.) We need to add VALUE with the activities we are asking homeowners to undertake, not just checking boxes.
5	Buildings	50	Sharon Kirk- GPAC	Existing buildings, item 4: Cost of submeters will be passed along to renters. Need to ensure that DAC renters are not negatively impacted.

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5	Transportation and Land Use		Sharon Kirk- GPAC	MUST include elimination of parking requirements for infill projects near transit. I don't believe this is called out anywhere. Land-use actions must be taken to facilitate more infill on an existing property (e.g. going from a SFH to a multi-flat) by reducing, eliminating parking requirements, especially within a 15-minute walk of transit. Letting parking requirements persist for infill development is a problem.
5	Transportation and Land Use	53	Sharon Kirk- GPAC	Item 1c: Fantastic! Item 1e: 10 units per acre is little different than what is already allowed today and not dense enough. (For example, my house is on 3900 sq ft lot, with an ADU. That's over 20 units per acre already. SB 10 gets closer!
5	Transportation and Land Use	53	Sharon Kirk- GPAC	Item 2c: Unclear on what this means. Need examples of what these might be.
5	Transportation and Land Use	54	Sharon Kirk- GPAC	Item 4: By 2028 adopt the City's revised zoning code. This is pushed out too far. We'll never gain any benefit of code changes my 2030 if we don't even having zoning changes in place until 2028. There are too many examples of cities that have done this quickly. We should do better.
5	Transportation and Land Use	56	Sharon Kirk- GPAC	TDM: In general, making it easier to switch transportation modes will be more effective than regulating, penalizing businesses and property owners. Safety is the big impediment to switching in many scenarios. This should be front and center of any plan. In addition, making it more painful, less convenient to own a car will accelerate the transition away from cars.
5	Transportation and Land Use	56	Sharon Kirk- GPAC	Funding item 4: TDM penalties. Seems unlikely to generate more revenue that it costs to administer. Can we focus instead on making it less comfortable to drive a car and easier, more pleasant to ride a bike or walk?
5	Transportation and Land Use	60	Sharon Kirk- GPAC	Active Transportation, item 10: This needs to happen sooner than 2027. Transportation mode shift represents our biggest opportunity to reduce GHG emissions. We should be prioritizing expenditures in this area first.
5	Transportation and Land Use		Sharon Kirk- GPAC	Active Transportation, in general the need for safe streets is understated. Need to emphasize protected bike lanes above all others. We have the flexibility to make auto traffic lanes narrower. Let's do it! We also need to come up with a plan for sidewalk repair. Sidewalks aren't safe in many places in town.
5	Transportation and Land Use		Sharon Kirk- GPAC	
5	Resource Consumption	77	Sharon Kirk- GPAC	Goods and Services Strategy, Partnership and Engagement, Item 6a: Suggest adding neighborhood hubs where tools etc can be shared and/or exchanged. Also consider deliver of tools. Some are too big to pick p at the library.
5	Resource Consumption	79	Sharon Kirk- GPAC	Urban Forestry: Item 7: Can we pull this in a year? Sub a: should happen almost immediately. We should planning today through ReLeaf etc. Sub e: Design standards must use best practices in same species implementation and reduce use of tress wells, replacing instead with open row for best growth and reduced maintenance.

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5	Natural Systems and Sequestration	80	Sharon Kirk- GPAC	Urban Forestry: Item 8: Consider creating and tying the street tree maintenance fund to a sidewalk maintenance fund. One of the biggest issues for homeowners is that trees cause sidewalk breakdown.