



## AGENDA

### PLANNING AND SUSTAINABILITY SUBCOMMITTEE MEETING

**Meeting Date:** June 21, 2022  
**Meeting Time:** 1:30 p.m.  
**Meeting Location:** City Hall Conference Room  
124 N. Cloverdale Blvd. Cloverdale, CA 95425  
**Zoom Info:** [www.zoom.us/join](https://www.zoom.us/join) Webinar ID: 820 3546 8212

All Members of the subcommittee will be participating in the meeting in-person. We encourage the public to view and participate in the meeting either in-person or by using Zoom. Please refer to the end of the agenda for participation instructions. The public may alternatively submit public comment via email to the City Clerk at: [mmaloney@ci.cloverdale.ca.us](mailto:mmaloney@ci.cloverdale.ca.us).

#### Subcommittee Members:

Chair Melanie Bagby, Councilmember  
Vice Chair Marta Cruz, Councilmember

Assistant City Manager/CDD Kevin Thompson  
City Manager David Kelley

#### 1. Call to Order and Roll Call:

#### 2. Communications:

- a) Lake Pillsbury
- b) Save Rainwater Harvesting

**3. Public Comment:** Members of the public may comment on any matter not on this agenda. Please limit comments to three minutes. Members of the public may comment on items on the agenda when the subcommittee considers that item. To make a public comment, use the “raise hand” icon on your smart device or desktop computer, or dial \*9 if you are using just your telephone.

#### 4. Approval of Minutes:

- a) February 15, 2022

#### 5. Current Items for Discussion

- a) RCPA Sonoma Climate Mobilization Presentation
- b) Discussion of Banning new gas stations
- c) Internet access at Kings Valley
- d) Ordinance for expedited streamlined permitting for EV charging stations.
- e) [BayRen Resilient Libraries Network Initiative](#)
- f) Complete Streets Safety Assessment update
- g) Housing Element Update
- h) Update on PG&E Turn Key Program

## 6. Standing Items

- a) Update on Six Acres Water Company/South Cloverdale Water Company
- b) Update on Dog Park Location Evaluation
- c) Update Community Development Planning Log
- d) Amendment to Ordinance Prohibiting the Use and Sale of Disposable Food Service Ware and Other Products Containing Polystyrene Foam
- e) Senate Bill 69 - North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marin Area Rail Transit District

## 7. Information Only Memos/Updates

## 8. Future Agenda Items (subject to change)

## 9. Pending Items

## 10. Good of the Order

## 11. Adjournment: Adjourn to next scheduled meeting

### CERTIFICATION

Pursuant to Government Code § 54954.2, the agenda for this meeting was properly posted at least 72 hours prior to the meeting.

### PLEASE NOTE

**This Meeting will be conducted pursuant to the provisions of Assembly Bill 361 amending the Brown Act.**

- Attendees may join the meeting in person at the location printed on the agenda or through the use of Zoom at: <https://us02web.zoom.us/j/85309636066> or [www.zoom.us/join](http://www.zoom.us/join) using **Webinar ID: 853 0963 6066** or by Telephone - **1 (669) 900-6833** and enter Webinar ID: **853 0963 6066**
- Zoom attendees will be muted until they are called upon for Public Comment. To make a public comment, use the “raise hand”  icon on your smart device or desktop computer, or dial \*9 if you are using just your telephone. Please listen carefully for the Chair or City Clerk to address you by name (or phone number) and for the audible Zoom notification that you have been unmuted. Once you begin your public comment, your three (3) minutes will begin.
- If you would prefer to submit public comment in writing, please email your comments to [mmaloney@ci.cloverdale.ca.us](mailto:mmaloney@ci.cloverdale.ca.us). If you are commenting on a specific agenda item or items, please state the agenda item number(s) in the subject line of the email. All comments received via email will be provided to the Subcommittee in writing and included as a part of the record of the meeting.

**From:** [Melanie Bagby](#)  
**To:** [Mark Linn](#)  
**Cc:** [Michael Maloney](#); [Kevin Thompson](#)  
**Subject:** Re: Destroying Lake Pillsbury is An Expensive Gamble with our Water Supply  
**Date:** Thursday, June 16, 2022 10:39:27 AM

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Dear Mr. Linn:

Thank you for forwarding this and for your interest in this important issue. When I was Chair of the Russian River Watershed Association, I worked closely with Janet Pauli and the [Mendocino Inland Water and Power Commission](#) to lobby FERC to transfer PG&E's facility to them. Those efforts were unsuccessful.

While working on this at the regional level, it was my hope that IWPC would be granted control of the PGE facility and that we would all, ultimately, join a regional JPA that could manage parts of the system, govern policy, and have State and Federal standing. Unfortunately, that does not seem like it's going to happen, at least not right away.

With the information I have, I fully support preserving Lake Pillsbury and agree with Supervisor Crandall that Lake County has been completely left out of the conversation.

I continue to stay involved and believe it's vital that the City of Cloverdale participates in the ongoing conversation. Please don't hesitate to contact me with further information or discussion. I'm also going to forward your correspondence to next Planning & Sustainability for discussion.

Best,

Melanie Bagby  
Councilmember, City of Cloverdale  
707-893-7170 • [mbagby@ci.cloverdale.ca.us](mailto:mbagby@ci.cloverdale.ca.us)  
[www.facebook.com/cccmbagby/](http://www.facebook.com/cccmbagby/)

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**From:** Mark Linn <[wmlinnco@sonic.net](mailto:wmlinnco@sonic.net)>  
**Sent:** Thursday, June 16, 2022 8:52:48 AM  
**To:** Mark Linn <[wmlinnco@sonic.net](mailto:wmlinnco@sonic.net)>  
**Subject:** FW: Destroying Lake Pillsbury is An Expensive Gamble with our Water Supply

Here is a well written article from Eddie Crandell, Lake County Board of Supervisors.

Mark Linn

CSLB #719213

W. M. Linn Company  
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707 799 8025 Cell

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**From:** Lake Pillsbury Alliance [<mailto:lakepillsburyalliance@sonic.net>]  
**Sent:** Wednesday, June 15, 2022 9:41 PM  
**To:** [wmlinnco@sonic.net](mailto:wmlinnco@sonic.net)  
**Subject:** Destroying Lake Pillsbury is An Expensive Gamble with our Water Supply

Media Releases Board of Supervisors - County of Lake, CA Lake Pillsbury Public Statement June 15, 2022 Destroying



Media Releases

Board of Supervisors - County of Lake, CA

## Lake Pillsbury Public Statement

June 15, 2022

### ***Destroying Lake Pillsbury Is An Expensive Gamble With Our Water Supply***

[Nota: En español abajo]

**Lake County, CA (June 15, 2022)** – The current narrative that dam removal in Lake County is the only viable solution is being pushed forward without proper scrutiny. No real weight is being given to the true potential financial costs and the very real threat to our regional water security. This narrative effectively ignores that the Eel River water diverted from Lake Pillsbury ultimately flows into the Russian River, where it is then routed into pipelines supplying it throughout Sonoma County and Marin County, into the taps of cities like Sonoma, Petaluma, and Novato.

The North Marin Water District has stated the “Russian River, which provides approximately 70% of Novato’s water, originates in Mendocino County and derives supply from both the Eel River and the Russian River watershed.” Without understanding the history behind this, it is likely that many do not know what a gamble special interests are attempting to make with the water needs of 600,000 people as they urge the Federal Energy Regulatory Commission (FERC) to order the destruction of Lake Pillsbury.

In 1922, following the completion of Scott Dam, the Gravelly Valley of Lake County was filled to form what became known as Lake Pillsbury. The Lake County community of Hullville was then submerged under 125 feet of impounded Eel River water. At that time, it was investors from San Francisco who set this transformation into motion, already seeing the need for hydroelectric production to power Ukiah and the diversion of water into Sonoma County. The system of dams and diversion became known as the Potter Valley Project.

During the next 100 years in Lake County, the community of Lake Pillsbury would ultimately develop along the shores of the destroyed town of Hullville. During this same time, development boomed throughout Sonoma and Marin counties fueled by the Eel River bolstered water supply of the Russian River. In 1977, regional representatives presented testimony to Congress on the need for further strengthening of the water supply by constructing the Warm Springs Dam to

create Lake Sonoma. Lake Pillsbury, Lake Mendocino, and Lake Sonoma have all come to form the backbone of the Russian River's ability to meet an ever growing demand.

In those Congressional hearings, a Mendocino County Supervisor stated: "By far the major portion of current summer demand for domestic and agricultural use of water in Southern Mendocino County, Sonoma County and Northern Marin County is met by water released from Lake Mendocino down the Russian River. But, prior to 1908 very little water flowed in the Russian River during the summer months and in dry years the river was usually dry."

This stands in stark contrast to what many in the region have come to take for granted, that the Russian River has become not just a source of water but also a vacation destination. "As a result of the Van Arsdale diversion and creation of Lake Pillsbury, water flowed in the Russian River all summer, and agriculture developed along the Russian River in Potter Valley, Southern Mendocino County, and Sonoma County. Recreational uses of the Russian also flourished."

The prospect of the Russian River going dry as it runs along the Mendocino-Lake County line into Sonoma County is frightening, especially in the age of megafires that our region is experiencing. The Eel River in Lake County may go dry and without the water in Lake Pillsbury and Lake Mendocino the regional wildfire danger would seem only to be further heightened.

There have been many assumptions made by dam removal proponents, including that the regional water supply would not be threatened; that the cost to remove the dams is cheaper than providing fish passage; and that the environmental impact on Lake County is minimal. These assumptions simply do not hold up when the broader context is considered.

The most optimistic of projections regarding water supply have been previously used as justification to remove Scott Dam and destroy the water storage provided by Lake Pillsbury. Lake Mendocino has dropped to and remains at historic lows in the midst of this drought. The worst-case scenarios of Lake Mendocino drying up nearly came to pass just in the last year as the water level continued to drop precipitously.

There are many cost-effective methods for fish passage in Lake County that were eliminated from further consideration because they were not viewed as the most desired outcome. Some of these, such as a trap & haul option, or pressurized transport systems, could be implemented quickly without the need for the significant physical infrastructure associated with a fish ladder, even if only on a short-term basis.

Apparently, these options did not fit the narrative that the only viable fish passage option is to remove Scott Dam. In fact, their success would have weakened the argument to destroy Lake Pillsbury and risk our region's water security. These alternatives were not weighed against the real potential cost of dam removal or realistic threat to regional water supply. Once the dams are removed there is no going back, and it would not be possible to attempt these otherwise cost-effective alternatives.

Even the early, preliminary, cost estimates presented by the Two Basin Solution provided a

massive range. The dam removal itself was estimated between \$30 and \$120 million. What received even less focus were the estimates for Sediment Removal and Vegetation Management. These were each estimated to cost between \$25 -\$100 million. That put the conservative estimated cost at approximately \$80 million, but the more realistic costs at \$320 million. When all costs were considered the range came to \$400 - \$520 million. Lake County did not have a voice in these discussions, so already decisions such as removing the sediment left behind have been noted as infeasible, due to cost. These rough costs could continue to rise as operations are more fully developed.

Dam removal proponents argue that Scott Dam is unsafe. What they carefully omit is that the majority of dams in California, especially those of any substantive size, are considered high risk. In fact, over 90% of the acre feet of dam water storage is classified as high risk just like Scott Dam. This cannot be the basis to begin eliminating water storage across the state.

Forcing dam removal to begin before anyone has the chance to understand the real risks and costs involved seems to be the current strategy. That is why it was necessary to exclude Lake County from the process. Once the dam is out and Lake Pillsbury destroyed, the costs of the resulting environmental harms in Lake County and securing new water sources in Mendocino, Sonoma, and Marin will be forced upon all of us.

For over a century, regional decisions surrounding development have been made in reliance on the water in Lake Pillsbury. The danger of this was foreshadowed in 1977 Congressional testimony:

“The pressure on demand is even greater in Sonoma and Northern Marin Counties because they are closer to the metropolitan San Francisco Bay Area.

For periods of time this pressure may be contained. But we will soon have more wet years. There will be more homes built, businesses started and acres planted in the Russian River Service Area. Every member of this Committee knows this trend cannot be stopped ‘once and for all.’

Some of the later words still ring true to this day: “When the next dry cycle comes - when demand is much higher - the economic loss that will be suffered, if our water supply is not increased, will be shattering to lives and our economy.” These are the words that helped convince Congress to increase the water supply by building a new dam, and they should certainly give proponents of destroying regional water storage at Lake Pillsbury pause as we enter increasingly dramatic drought.

Residents of Marin, Sonoma, and Mendocino counties are encouraged to contact members of their local City Councils, Board of Supervisors, and other governing bodies to request open discussion of these concerns. You can also submit your comments to the Federal Energy Regulatory Commission directly at <https://ferconline.ferc.gov/QuickComment.aspx> (P-77)

Respectfully submitted,

Eddie Crandell, Chair (Lake County Board of Supervisors)

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***Destruir el lago Pillsbury es una apuesta costosa con nuestro suministro de agua***

**Lake County, CA (Junio 15, 2022)** –La narrativa actual de que la eliminación de represas en el condado de Lake es la única solución viable se está impulsando sin comprobación adecuada. No se está dando los verdaderos costos financieros potenciales y la amenaza real a nuestra seguridad hídrica regional. Efectivamente, esta narrativa ignora que el agua de río Eel desviada del lago Pillsbury finalmente fluye hacia el río Russian, donde luego se enruta a las tuberías que la proporcionan a los condados de Sonoma y Marin, y en los grifos de ciudades como Sonoma, Petaluma y Novato.

El Distrito de Agua del Norte de Marin ha declarado que el "Río Russian, que proporciona aproximadamente el 70% del agua de Novato, se origina en el condado de Mendocino y deriva su suministro tanto del río Eel como de la cuenca hidrográfica del río Russian". Sin entender la historia detrás de esto, es probable que muchos no sepan lo que están tratando de hacer con las necesidades de agua de 600,000 personas, mientras suplican a la Comisión Federal Reguladora de Energía (FERC) la destrucción del Lago Pillsbury.

En 1922, tras la finalización de la presa Scott, el valle de Gravelly del condado de Lake se llenó para formar lo que se conoce como el lago Pillsbury. La comunidad del condado de Lake de Hullville se sumergió bajo 125 pies de agua embalsada del río Eel. En ese momento, fueron inversionistas de San Francisco quienes pusieron en marcha esta transformación, viendo la necesidad de la producción hidroeléctrica para mantener a Ukiah y el desvío de agua hacia el condado de Sonoma. El sistema de presas y desvíos se conoció como el Proyecto Potter Valley.

Durante los siguientes 100 años en el condado de Lake, la comunidad de lake Pillsbury se desarrolló a lo largo de las orillas de la ciudad destruida de Hullville. Durante este mismo tiempo, el desarrollo creció en los condados de Sonoma y Marin impulsado por la fortaleza de agua del río Eel y el abasto de agua del río Russian. En 1977, representantes regionales presentaron testimonios al Congreso sobre la necesidad de fortalecer aún más el suministro de agua mediante la construcción de la Warm Springs Dam para crear el lago Lake Sonoma. El lago Pillsbury, lago Mendocino y lago Sonoma han llegado a formar la capacidad del río Russian para satisfacer una demanda cada vez mayor.

En esas audiencias del Congreso, un supervisor del condado de Mendocino declaró: " La mayor parte de la demanda de agua actual este verano es para uso doméstico y agrícola en el sur del condado de Mendocino, el condado de Sonoma y el norte del condado de Marin, se satisface con agua liberada del lago Mendocino por el río Russian. Pero, antes de 1908, muy poca agua fluía en el río Russian durante los meses de verano y en los años secos el río generalmente estaba seco".

Esto contrasta con lo que muchos en la región han llegado a subestimar, que el río Russian se

ha convertido no solo en una fuente de agua, sino también en un destino de vacaciones. "Como resultado de la desviación de Van Arsdale y la creación del lago Pillsbury, el agua fluyó en el río Russian durante todo el verano, y la agricultura se desarrolló a lo largo de el río Russian en Potter Valley, el sur del condado de Mendocino y el condado de Sonoma. Los usos recreativos también florecieron".

La perspectiva de que el río Russian se seque a lo largo de la línea del condado de Mendocino-Lake hacia el condado de Sonoma es aterradora, especialmente en la era de mega incendios que nuestra región está experimentando. El río Eel en el condado de Lake puede secarse y sin el agua en el lago Pillsbury y el lago Mendocino, el peligro regional de incendios forestales aumentar aún más.

Los partidarios de eliminación de presas han hecho muchas suposiciones, entre ellas que el suministro regional de agua no se vería amenazado; que el costo de eliminar las presas es más barato que proporcionar el paso de peces; y que el impacto ambiental en el Condado de Lake es mínimo. Estas suposiciones simplemente no se sostienen cuando se considera el contexto completo.

Las proyecciones más optimistas con respecto al suministro de agua se han utilizado previamente como justificación para eliminar la presa Scott y destruir el depósito de agua proporcionado por el lago Pillsbury. El lago Mendocino ha bajado y se mantiene en mínimos históricos en medio de esta sequía. La sequía completa del lago Mendocino casi sucedió el año pasado, ya que el nivel del agua continuó cayendo precipitadamente.

Hay muchos métodos económicos para el paso de peces en el condado de Lake que se eliminaron porque no se consideraron como el resultado más deseado. Algunos de estos, la opción de trampa y acarreo, o sistemas de transporte presurizado, podrían implementarse rápidamente sin la necesidad de la infraestructura física significativa asociada con una escala de peces, aunque solo sea a corto plazo.

Aparentemente, estas opciones no acoplaban en la narrativa de que la única opción viable de paso de peces es eliminar la presa Scott. De hecho, su éxito habría debilitado el argumento para destruir el lago Pillsbury y arriesgar la seguridad acuática de nuestra región. Estas alternativas no se midieron contra el costo potencial de la eliminación de presas o la amenaza realista hacia el suministro regional de agua. Una vez que se retiren las presas, no hay vuelta atrás, y no sería posible intentar estas alternativas.

Incluso los cálculos de costos preliminares presentadas por Two Basin Solution proveyeron un rango masivo. La eliminación de la presa se estima entre \$30 y \$ 120 millones. Lo que recibió aún menos atención fueron las estimaciones para la eliminación de sedimentos y el manejo de la vegetación. Se estimó que cada uno de ellos costaba entre \$ 25 y \$ 100 millones. Eso puso el costo estimado moderado en aproximadamente \$80 millones, pero los costos más realistas en \$ 320 millones. Cuando se consideraron todos los costos, el rango llegó a \$ 400 - \$ 520 millones. El condado de Lake no tuvo voz en estas discusiones, por lo que las decisiones como la eliminación del sedimento se han señalado como inviables, debido al costo. Estos costos

aproximados podrían continuar aumentando a medida que las operaciones desarrollen.

Los partidarios de la eliminación de presas argumentan que la presa Scott Dam no es segura. Lo que omiten es que la mayoría de las represas en California, especialmente aquellas de cualquier tamaño sustantivo, se consideran de alto riesgo. De hecho, más del 90% de los acres pies de acumulación de agua de la presa se clasifica como de alto riesgo al igual que la presa Scott. Esta no puede ser la base para comenzar a eliminar el almacenamiento de agua en todo el estado.

Forzar que comience la eliminación de la presa antes de que alguien tenga la oportunidad de comprender los riesgos y costos reales involucrados parece ser la estrategia actual. Es por eso que fue necesario excluir al Condado de Lake del proceso. Una vez que la presa esté fuera y el lago Pillsbury destruido, los costos de los daños ambientales en el condado de Lake y la seguridad de nuevas fuentes de agua en Mendocino, Sonoma y Marin serán forzados sobre todos nosotros.

Durante más de un siglo, las decisiones regionales en torno al desarrollo se han tomado en dependencia del agua en el lago Pillsbury. El peligro de esto fue anunciado en el testimonio del Congreso de 1977:

"La presión sobre la demanda es aún mayor en los condados de Sonoma y Norte de Marin porque están más cerca del área metropolitana de la Bahía de San Francisco.

Durante períodos de tiempo esta presión puede ser contenida. Pero pronto tendremos más años húmedos. Se construirán más casas, se iniciarán negocios y se plantarán acres en el Área de Servicio de Russian River. Todos los miembros de este Comité saben que esta tendencia no puede detenerse "de una vez por todas".

Algunas de las palabras posteriores todavía suenan ciertas hasta el día de hoy: "Cuando llegue el próximo ciclo seco, cuando la demanda sea mucho mayor, la pérdida económica que se sufrirá, si no se aumenta nuestro suministro de agua, será devastadora para las vidas y nuestra economía". Estas son las palabras que ayudaron a convencer al Congreso de aumentar el suministro de agua y la construcción de una nueva presa, y ciertamente deberían dar a los partidarios de la destrucción del almacenamiento regional de agua en el lago Pillsbury una pausa a medida que entramos en una sequía cada vez más dramática.

Se anima a los residentes de los condados de Marin, Sonoma y Mendocino a ponerse en contacto con los miembros de sus concejos municipales locales, la Junta de Supervisores y otros grupos de gobierno para solicitar una discusión abierta de estas preocupaciones. También puede enviar sus comentarios a la Comisión Federal Reguladora de Energía directamente en <https://ferconline.ferc.gov/QuickComment.aspx> (P-77)

Respetuosamente sometido,

Eddie Crandell, Chair (La Junta de Supervisores del Condado de Lake)

[http://www.lakecountycal.gov/Government/PressReleases/Lake\\_Pillsbury\\_Public\\_Statement.htm](http://www.lakecountycal.gov/Government/PressReleases/Lake_Pillsbury_Public_Statement.htm)



Lake Pillsbury Alliance

1007 West College Avenue, #148

Santa Rosa, CA, 95401

USA



[Unsubscribe](#)



**From:** [Melanie Bagby](#)  
**To:** [Chris Cone](#)  
**Cc:** [Tanya Narath](#); [Suzanne Smith](#); [brianna@dailyacts.org](mailto:brianna@dailyacts.org); [Kevin Thompson](#); [Michael Maloney](#)  
**Subject:** Re: Water Upgrades Save/Rainwater Harvesting -- Cross Promotion Plan  
**Date:** Thursday, June 16, 2022 10:10:20 AM

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Dear Chris:

Thanks for the follow up and these great ideas! I'm CCing ACM Kevin Thompson to include this in correspondence to be discussed at our Planning & Sustainability Subcommittee next week.

I'll have him circle back with you on next steps. If there's any additional information we should review, please forward to Kevin and our clerk Michael Maloney.

Best,

Melanie Bagby  
Councilmember, City of Cloverdale  
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**From:** Chris Cone <[chris.cone@rcpa.ca.gov](mailto:chris.cone@rcpa.ca.gov)>  
**Sent:** Thursday, June 16, 2022 9:29 AM  
**To:** Melanie Bagby <[mbagby@ci.cloverdale.ca.us](mailto:mbagby@ci.cloverdale.ca.us)>  
**Cc:** Tanya Narath <[Tanya.Narath@scta.ca.gov](mailto:Tanya.Narath@scta.ca.gov)>; Suzanne Smith <[suzanne.smith@scta.ca.gov](mailto:suzanne.smith@scta.ca.gov)>; [brianna@dailyacts.org](mailto:brianna@dailyacts.org) <[brianna@dailyacts.org](mailto:brianna@dailyacts.org)>  
**Subject:** Water Upgrades Save/Rainwater Harvesting -- Cross Promotion Plan

Dear Director Bagby:

At your request at the May RCPA Board meeting, I met with Brianna Schaefer/Daily Acts Program Director to discuss how we might cross promote Water Upgrades Save and Daily Acts Rainwater Harvesting programs in Cloverdale. We identified two options where a program is making direct contact with a potential participant:

- **Tabling:** Daily Acts promotes Rainwater Harvesting and related water conservation services at community events in Cloverdale. (There is an upcoming event set for this fall.) We can provide Water Upgrades Save handouts for Daily Acts tabling staff.
- **Customer letters:** Water Upgrades Save uses City co-branded customer letters to promote the program to single family water customers. We can include a half-page Rainwater Harvesting flyer in this direct outreach on behalf of the City.

Brianna and I will keep each other informed on outreach plans and coordinate cross-promotion as opportunities arise.

Please let me know if you have questions or suggestions.

Sincerely,

Chris Cone | Program Manager

**BayREN Water Upgrades \$ave**

[Sonoma County Regional Climate Protection Authority](#)

411 King Street, Santa Rosa, CA 95404

main 707.565.5373 direct 707.565.8031

[waterupgradessave.org](http://waterupgradessave.org)



**DRAFT MINUTES**

**PLANNING AND SUSTAINABILITY SUBCOMMITTEE MEETING**

**Meeting Date:** Tuesday, February 15, 2022  
**Meeting Time:** 1:30 p.m.  
**Meeting Location:** Cloverdale Regional Library, 401 N. Cloverdale Blvd,  
 Cloverdale, CA 95425

**Subcommittee Members:**

|                                      |                                           |
|--------------------------------------|-------------------------------------------|
| Chair Melanie Bagby, Councilmember   | Assistant City Manager/CDD Kevin Thompson |
| Vice Chair Marta Cruz, Councilmember | City Manager David Kelley                 |

1. **Call to Order:** The meeting was called to order at 1:37 p.m. Present: Chair Bagby, Vice Chair Cruz, City Manager Kelley, and Assistant City Manager Thompson.
2. **Communications:**
  - a) Robert Koslowsky – “Lockdowns: From Covid Lockdown To Climate (with Building Code) Lockdown; “An Update on My Erroneous Piece from October 2012 Regarding Sea Level Rise”
3. **Public Comment:** There were no public comments.
4. **Approval of Minutes:**
  - a) August 17, 2021 – Continued to April 19, 2022
  - b) December 21, 2021 – The minutes were approved.
5. **Current Items for Discussion**
  - a) Draft update of the Ordinance Amending Chapter 15.39 – Expedited Streamlined Permitting Process for Electric Vehicle Charging Stations  
 Assistant City Manager Thompson reported that the draft ordinance could proceed directly to the City Council unless there is direction to present it to the Planning Commission first. Chair Bagby stated it appears to be straightforward, but requested staff to reach out to Natalie Higley on behalf of the local International Brotherhood of Electrical Workers. For safety reasons, they would like electricians to complete a short certification training available in Sonoma County. There were no public comments.
  - b) Development of a Citywide Complete Streets Plan  
 City Manager Kelley reported that UC Berkeley received federal funding for a street safety assessment that could encompass the Complete Streets Plan. The emphasis will be on major collectors and thoroughfares, including Austi Road, Citrus Fair Drive, and First Street. A walking audit will take place on March 15, 2022 from 9 a.m. to 4 p.m. to develop traffic improvement suggestions.

Assistant City Manager Thompson stated that some lower cost, short-term items will also be considered. There will also be a meeting on March 29 with SMART staff, State Senator McGuire's office and the new Sonoma County General Manager to discuss traffic safety, walkability, and bike lanes.

Chair Bagby made suggestions regarding invitees. Vice Chair Cruz asked staff to solicit input from Councilmember Wolter and other stakeholders, and the public's role should be communicated. City Manager Kelley stated that the March 15th meeting will be a public meeting at which the public can receive the information and provide suggestions.

Chair Bagby stated public input is needed for a future visioning process. City Manager Kelley stated that staff will be prepared with best practices and options for the community and City Council.

There were no public comments.

c) Discuss establishment of Local Farmers Market in 2022

City Manager David Kelley and Vice Chair Cruz outlined the interest in establishing a certified Farmers Market that would meet County Health Department requirements and require management by a non-profit organization. Chair Bagby suggested this be included on Standing Items. There were no public comments.

d) Discuss Clean California Local Grant Program Call for Projects

Assistant City Manager Thompson confirmed that the submittal date has closed for the State's local grant program projects. Chair Bagby would like a CalTrans representative to attend an upcoming meeting to address concerns regarding homeless encampments on CalTrans property. There were no public comments.

e) Housing Element Update

Assistant City Manager Thompson stated that the Planning Commission will consider the annual update in March. Current zoning can accommodate the Regional Housing Needs Allocations. The moderate housing allocation typically is met with development of larger projects. This item was moved to Standing Items.

Debbie Howell thanked the City for the information, which assists with their USDA loan application.

f) Update on PG&E Turn Key Program

Assistant City Manager Thompson reported that energy efficiency work has been completed in the past year, with some delays due to the water metering component. Purchase of new meters will be considered by the City Council next week to allow tests to calculate potential savings. City Manager Kelley stated goals having a financial feasibility audit to ensure a return, and to have an opportunity to expedite water savings upgrades. Customers would receive real time water use information. Chair Bagby stated a number of other cities have used this. It provides good customer service and is a good tool for residents, especially during periods of drought. There were no public comments.

## **6. Standing Items**

- a) Update on Six Acres Water Company/South Cloverdale Water Company  
Assistant City Manager Thompson reported that this item has been completed and has been sent for signatures. Chair Bagby removed this item from the Standing Items agenda. There were no public comments.
- b) Update on Dog Park Location Evaluation  
There was no report.
- c) Update Community Development Planning Log  
Assistant City Manager Thompson gave an update on the Vista Oaks subdivision, which will be considered by the Planning Commission in April. There were no public comments.
- d) Regional Housing Needs Allocation  
Vista Oaks consists of thirty-three market rate homes. In response to Chair Bagby, staff outlined the cost intensive requirements if the City desired to negotiate moderate income ownership opportunities.

The Planning Commission will consider Baumgardner next week, including the developer's request to reduce units from 304 to 231 on the affordable side due to tax credit and cost issues.

Debbie Howell stated her interest is in tracking housing approvals for her building facilities and financing projection that she is currently preparing. In response to Vice Chair Cruz, Assistant City Manager Thompson stated he would check on whether this information has been published on [opengov.com](http://opengov.com)

- e) Amendment to Ordinance Prohibiting the Use and Sale of Disposable Food Service Ware and Other Products Containing Polystyrene Foam  
City Manager Kelley reported that the City Council adopted the ordinance and directed staff to work with Zero Waste on additional outreach. There were no public comments.
- f) Senate Bill 69 - North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.  
This item was removed from Standing Items. There were no public comments.

## **7. Information Only Memos/Updates**

There were no additional reports.

## **8. Future Agenda Items (subject to change)**

Vice Chair Cruz would like to include discussion on CRV stations on the next agenda. There were no public comments.

## **9. Pending Items**

There were no additional reports.

**10. Good of the Order**

There were no additional reports

**11. Adjournment: Adjourn to next scheduled meeting April 19, 2022, at 1:30 p.m.**

The meeting adjourned at 3:05 p.m.

## Decarbonization - Transportation



### Local Bans on Construction of New Gas Stations

| Jurisdiction                                 | Status Updates                                                                                                                                                                                                 |
|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>City of Cloverdale</b>                    | <ul style="list-style-type: none"> <li>No action taken yet</li> </ul>                                                                                                                                          |
| <b>City of Cotati</b>                        | <ul style="list-style-type: none"> <li>Draft ordinance being developed by Planning Department staff; No date set</li> </ul>                                                                                    |
| <b>City of Healdsburg</b>                    | <ul style="list-style-type: none"> <li>No action taken yet</li> </ul>                                                                                                                                          |
| <b>City of Petaluma</b>                      | <ul style="list-style-type: none"> <li>Permanent ban approved by City Council on March 1, 2021</li> </ul>                                                                                                      |
| <b>City of Rohnert Park</b>                  | <ul style="list-style-type: none"> <li>Permanent ban approved by City Council on March 22, 2022</li> </ul>                                                                                                     |
| <b>City of Santa Rosa</b>                    | <ul style="list-style-type: none"> <li>Direction given by Climate Action Subcommittee on Feb. 9, 2022 to move forward with drafting ordinance and present to Planning Commission; No date set</li> </ul>       |
| <b>City of Sebastopol</b>                    | <ul style="list-style-type: none"> <li>Draft ordinance approved by Climate Action Committee on Sep. 22, 2021 and Planning Commission on Jan. 25, 2022; Anticipated vote by Council in April 2022</li> </ul>    |
| <b>City of Sonoma</b>                        | <ul style="list-style-type: none"> <li>No action taken yet</li> </ul>                                                                                                                                          |
| <b>Town of Windsor</b>                       | <ul style="list-style-type: none"> <li>Direction given by City Council on Nov. 3, 2021 to move forward with drafting code</li> </ul>                                                                           |
| <b>County of Sonoma</b>                      | <ul style="list-style-type: none"> <li>Broad support from Board of Supervisors on January 25, 2022; May be discussed as part of April 2022 General Plan Scoping Workshop to receive staff direction</li> </ul> |
| <b>Regional Climate Protection Authority</b> | <ul style="list-style-type: none"> <li>Adopted a resolution on September 13, 2021 urging the County and incorporated jurisdictions to adopt a prohibition on the construction of new gas stations</li> </ul>   |

Last updated: 4/6/2022

**ORDINANCE OF THE COUNCIL OF THE CITY OF CLOVERDALE  
AMENDING CHAPTER CHAPTER 15.39  
EXPEDITED STREAMLINED PERMITTING PROCESS FOR ELECTRIC VEHICLE  
CHARGING STATION**

. . .

**Chapter 15.39  
EXPEDITED STREAMLINED PERMITTING PROCESS FOR ELECTRIC VEHICLE  
CHARGING STATION**

**15.39.010 Intent and purpose. . .**

**15.39.020 Definitions. . .**

**15.39.030 Expedited permitting process. . .**

**15.39.040 Permit application processing. . .**

**15.39.050 Technical review. . .**

**15.39.060 Electric vehicle charging station installation.**

**A.** Electric vehicle charging station equipment shall meet the requirements of the California Electrical Code, the Society of Automotive Engineers, the National Electrical Manufacturers Association, and accredited testing laboratories such as Underwriters Laboratories, and rules of the Public Utilities Commission or a municipal electric utility company regarding safety and reliability.

**B.** Installation of electric vehicle charging stations and associated wiring, bonding, disconnecting means and overcurrent protective devices shall meet the requirements of Article 625 and all applicable provisions of the California Electrical Code.

**C.** Installation of electric vehicle charging stations shall be incorporated into the load calculations of all new or existing electrical services and shall meet the requirements of the California Electrical Code. Electric vehicle charging equipment shall be considered a continuous load.

**D.** Anchorage of either floor-mounted or wall-mounted electric vehicle charging stations shall meet the requirements of the California Building or Residential Code as applicable per occupancy, and the provisions of the manufacturer's installation instructions. Mounting of charging stations shall not adversely affect building elements. (Ord. 717-2017 § 2 (part), 2017)

*(Proposed insert)*

(E) All contractors performing electrical vehicle infrastructure work on projects which are constructed with funds provided in whole or in part by the City of Cloverdale, or are constructed with funds in whole or in part which are approved and or administered by the City of Cloverdale, shall be approved by the Electric Vehicle Infrastructure Training Program (EVITP) and electricians on the job shall be EVITP certified. The contractor shall plan, implement, and comply with this EVITP policy in accordance with the policy of the City of Cloverdale as follows:

All of the installations, commissioning, and maintenance of Electric Vehicle Supply Equipment (“EVSE” or “Charging Stations”) systems, equipment and related infrastructure performed by Contractor (hereinafter referred to as the “EV Work”) shall conform to all the requirements set forth herein.

- i. At a minimum, one job-site supervisor or job-site foreman supervising the EV Work at each job site is required to be an Electric Vehicle Infrastructure Training Program (“EVITP”) certified electrician.
- ii. The EV work shall be performed only by California State certified general electricians. Apprentices may assist.
- iii. A minimum of fifty percent (50%) of the state certified general electricians performing the EV Work on each job site shall be EVITP certified electricians.
- iv. The ratio of journeyman to apprentices shall comply with requirements set forth in California law.
- v. EVITP certification requirements do not apply to apprentices.
- vi. All apprentices assisting on the EV work shall be registered in a State of California Approved Apprenticeship Program which has a graduation rate of at least 60%.

Contractor shall maintain a written or electronic record of all EV Work including the names of all EVITP electrician(s) who performed the EV Work. Said record shall be made available to EVITP, and/or City of Cloverdale upon request.

- i. The City of Cloverdale affirms that Contractor has an active California C-10 electrical contractor’s license in good standing and also affirms that Contractor meets all California requirements for electrical workforce certification, workers compensation, bonding, and insurance.
- ii. Contractor shall cooperate fully with EVITP, and/or the City of Cloverdale in case of (a) random or other quality assurance check(s).
- iii. Contractor is required to certify Contractor’s compliance with this EVITP Policy. Contractor shall properly complete and sign the City of

Cloverdale EVITP Compliance Form and submit said form with their Bid Proposal. Failure to properly complete, sign, and submit an EVITP Compliance Form may result in the contractor's bid being deemed non-responsive.

- iv. Contractor's failure to fully implement, monitor and comply with this EVITP policy may result in an assessment of penalties and/or possible sanctions against the contractor.

*(End of insert)*

**15.39.070 Right of appeal. . .**