

## STAFF REPORT

**DATE:** October 18, 2021

**TO:** Natural Resources Commission

**FROM:** Dianna Jensen, CAAP Project Director, PWET City Engineer  
Kerry Loux, CAAP Project Manager, CDS Sustainability Coordinator

**SUBJECT: 2020-2040 Climate Action and Adaptation Plan (CAAP)  
Draft Prioritized Action Review**

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### **Recommendation**

1. Receive a CAAP progress update from staff project management team and consultant AECOM.
2. Discuss 25 prioritized actions to address content and clarity of action language.
3. Discuss recommendations for 'promoting' any non-prioritized actions from the full list of evaluated actions.
4. Review individual commissioner recommendations for the top five actions to recommend to City Council for first phase implementation.
5. Receive input from City Commission liaisons on the CAAP to the NRC on each action above.

Note that at the October 25 NRC meeting, staff will provide the Implementation Roadmap Template, the Dashboard example, and the Draft CAAP outline. These templates and draft documents will be developed to provide more detailed information about each action, allow for tracking progress metrics once the CAAP is adopted, and show the organization of the CAAP document. These will not be discussed at this meeting so that we can focus on input on the prioritized actions.

### **Council Goals**

The CAAP directly supports the City Council Goal to Pursue Environmental Sustainability. Additionally, the 2020-2040 CAAP Update supports the *Resolution of the Council Declaring a Climate Emergency and Proposing Mobilization Efforts to Restore a Safe Climate*, adopted in March 2019, which states, in part:

- “The City of Davis commits to taking significant action to move toward net municipal and community carbon neutrality in the short term, with maximum efforts to implement carbon reduction actions by 2030; and accelerate the existing 2050 Davis carbon neutrality goal to a 2040 target; and
- “the City of Davis affirms the need for the understanding, participation and support of the entire Davis community for all actions and initiatives the City may

adopt in response to the climate emergency; the City therefore commits to providing outreach, information and education for Davis residents and City staff on the urgency of climate responses, reduction of greenhouse gas emissions, the policies and strategies to advance sustainability and resilience; and

- “the City of Davis recognizes community environmental justice and commits to keeping the considerations of disadvantaged communities central to the climate emergency mobilization planning processes, and to invite and encourage these communities to directly advocate for their specific needs and equity in the environmental justice process.”

### **Fiscal Impact**

There is no fiscal impact associated with this update and presentation. Fiscal impacts of actions identified and prioritized in the 2020-2040 CAAP Update will be evaluated as part of the CAAP document, action roadmaps, environmental review and analysis.

### **Background**

As stated in the Project Framework document included on the CAAP webpage, and previously attached to Natural Resources Commission (NRC) project updates, [CAAP Project Framework Overview](#), ‘*City Commissions: the Natural Resources Commission will be the lead advisory body for the CAAP, will receive quarterly updates, and will be asked to provide review of the Draft CAAP once completed.*’ Each NRC meeting also includes appointed liaisons from other City Commissions, who participate in the CAAP discussion, provide feedback from their area of expertise, and report back to their respective Commissions on recommendations by the NRC to the CAAP process. All Commissions have been invited to participate in this way.

A significant component of the 2020-2040 CAAP development is community outreach and engagement throughout the process. The goals of this outreach to date have been to identify community values and input on desired actions to incorporate into the CAAP, with the primary objectives of reducing greenhouse gas (GHG) emissions and risk from climate change hazards in a way that provides additional co-benefits and advances equity and social justice in the community.

As part of the community engagement process since February 2021, the project team has completed two online community surveys; six community workshops; six Technical Advisory Committee meetings; monthly progress reports to and input from the Natural Resources Commission; monthly progress staff reports to all City Commissions; monthly internal City of Davis staff meetings; meetings with an Equity and Inclusion working group; and numerous other presentations/conversations, such as to the Cool Davis Coalition, monthly Cool Davis Board meetings, Tree Davis, Davis Electric Vehicle Association; small group meetings with a number of groups such as youth, Rancho Yolo

(seniors), farmworkers, and others; tabling at the Farmers Market and other outreach in the community.

The ideas and input generated through all of this community participation resulted in a list of over 1000 unfiltered potential actions. Information on the evaluation process to turn these ideas into approximately 100 discrete actions, then identify 25 draft prioritized actions was addressed at the July 27, 2021 NRC meeting, at which the NRC also provided preliminary input on the identified actions. The action evaluation summary can be viewed in a short video: <https://youtu.be/88wQwfmEWYU>. A summary of NRC and other Commission Liaison comments from July 27 is attached.

This NRC Special Meeting is intended to provide the opportunity for more in-depth commission discussion on each of the 25 draft prioritized actions to address content and clarity of action language. This will also include recommendations and reasons for removing any identified actions. Secondly, we will discuss ‘promoting’ any non-prioritized actions from the full list of evaluated actions. And finally, we will ask for recommendations on the top five actions to recommend to City Council for first phase implementation. Note that these actions are not yet set in stone.

In order to keep the discussion within the meeting timeframe, we have provided time guidance in the agenda for each discussion section. Commissioners and liaisons are also being given the opportunity to individually provide information to staff in advance about 1) additional actions to prioritize and 2) recommendations for ‘Top 5 Actions’ in City Council Staff Report, so that a summary of these two items can be provided by staff on Monday at the meeting. While we are not asking for action ‘word-smithing’, we are seeking input for clarifying language or comments in support of (or against) each action, as appropriate, from each commissioner and liaison who chooses to provide input on the action. To streamline the process, we have provided input we have received in previous stakeholder meetings and hope to minimize time spent discussing those same issues. Our goal is to have time to discuss each action as needed and allow time to consider promoting actions that are not currently part of the prioritized 25.

Following this NRC special meeting, the list of prioritized actions will be refined by staff for content and clarity. This ‘final’ list of actions will be uploaded to a ‘Wix’ webpage (scheduled to be released on October 20) for community review and input prior to the next Community Workshop. The purpose of the webpage is to 1) inform community members about draft prioritized actions to be included in the CAAP; and 2) gain input and feedback about from the community about the actions to inform the workshop content and the CAAP document. The webpage will remain open until the workshop on November 10, but the responses will be used for the workshop content only until November 3, 2021.

Note that the final number of actions is not definite—the total number may be 20 or may be 30; approximately 25 is only a target number.

The project management team is recommending a strategic statement as the guiding principle of the CAAP. The following statement is adapted from the sustainability measures included in the Davis Downtown Plan:

As an overarching CAAP goal, Davis will lead by example in sustainability, becoming a ***carbon neutral, equitably accessible, water efficient, zero waste and resilient community by 2040***, including leveraging all available resources such as sustainability expertise and intellectual capital from UC Davis, State and regional partnerships, exploring creative financial approaches, and providing education and outreach to the community for implementation of the plan.

Below, each of the actions are listed by sector and goals. A compilation of previous comments from the City's internal team and department heads, the NRC and the Technical Advisory Committee are included for each. However, all of the comments from the NRC at the July 27 meeting are not copied here, as the full file has been provided to you. The companion document that should be referenced is the Excel spreadsheet of all (+/- 100) actions evaluated, also organized by sector and goal. This document can be referenced for potential additional actions to consider as priorities.

## **A. BUILDING ENERGY AND DESIGN**

### ***Transition to high efficiency, zero carbon homes and buildings***

A.1 Adopt requirements for electrification of building systems at end of useful life

- This action needs to be reviewed for legal requirements
- Building upgrade requirements at time of sale or lease may have the biggest barriers and challenges for seniors or others with limited income. Additionally, in the implementation approach, it is more important to provide public education to contractors and others who provide the services, rather than individual incentives.
- Clarify that this includes major appliances and water space heating, as well as full building remodels.
- Electrification/retrofits for large scale commercial properties may not be feasible, so language should be clarified that there may be exemptions.

A.2 Require energy-efficiency (EE) upgrades at time of sale or lease for residential and commercial properties

- This action is aimed at improving the existing built environment, but may need to be rolled out over time—perhaps sales first, then eventually leases,

for example. (Leases may constitute a problem for implementing this action, especially at first, since some lease times are short, and cost will be an issue)

- This may be a controversial action related to public support; consider using a 'carrots instead of sticks' approach
- Clarify action language to specify electric EE upgrades, as state law still allows natural gas installation as EE improvements
- Explore ways to keep low-income housing rental rates from going up after upgrades
- This action needs to have additional parameters, such as providing upgrades based on percentage of improvement costs, or having identified acceptable upgrades, or other identification of how to implement this action.
- Noted that we are currently in a sellers' market. Landlords may not be willing to implement upgrades and could pass costs on to new tenants.

### A.3 Modify rental license program to include minimum energy efficiency and cooling/ventilation requirements

- This action addresses both mitigation and adaptation, so it is important
- Clarify wording as necessary to include as prioritized action
- Rental energy efficiency and air conditioning is not required by law, so this action may need to be reviewed to address legal ability to prioritize. Look to other jurisdictions for models on this action; consider incentives and reach code approaches
- This may need to be coupled with education to renters on how to use less energy overall. Programs need to be geared also to diverse audiences, language, age, immigrant, foreign students

### A.4 Adopt a reach code to require all-electric new construction and alterations, including new City buildings (issue no new permits for natural gas hookups)

- Update current electric-ready reach code; Look to other jurisdictions for models on this action and also include action to begin equity-focused working group on retrofits (see Sacramento's recent ordinance)
- Consider EV / EV ready requirements as well

### ***Expand local renewable energy development and storage***

No Prioritized Actions

## **B. TRANSPORTATION & LAND USE**

### ***Adopt zero emissions vehicles and equipment to reduce fossil fuel use***

#### B.1 Develop Davis public charging infrastructure plan to determine charging infrastructure needed to enable all people to go electric

- Change language to state 'Update' rather than 'Develop'
- This action can include addressing public/private partnerships, such as with shopping centers, multi-family housing, etc. to implement charging infrastructure

## B.2 Install level 2 and/or 3 EV charging spaces in all public parking lots

- Include this as action implementation of B.1 instead of separate action.
- Use or update existing, adopted 2017 EV Charging Plan to include new EV requirements according to building type (apartment complexes, hotels, etc.) and attach this to electrification reach codes
- This will add upon the ongoing work through a grant from SACOG to install EV charging infrastructure in public spaces throughout Davis.
- Implementing additional EV charging should be an adaptive process over time so that there is still adequate parking for other vehicles and EV space allocation meets the need of increased EV ownership
- This action should include incentives for private parking lots as well. See action: Incentivize level 2 and/or 3 charging stations in existing private parking lots.

## B.3 Transition the municipal vehicle fleet to alternative fuels (electric, battery electric vehicle (BEV) or hydrogen), including Davis Community Transit vehicles but excluding exempt vehicles as determined by the City Manager (such as fire engines or other emergency/specialty vehicles)

- Clarify this action to include aggressive time frame, and/or use stronger 'action' language than 'transition. The City should lead by example in this and other actions, so municipal responsibility and implementation should be emphasized
- Need clarification to ensure fleet transition does not increase transit fares (Note: DCT fare is set at twice fixed route fare and cannot exceed twice that)

### ***Increase opportunities for active mobility in the community***

## B.4 Develop an electric bike and/or scooter rental program with public charging areas and corrals at transit centers, as well as a 'pedi-cab' service program

- This action aims to get at 'last mile' transportation needs, as well as to keep cars out of downtown area and encourage mode shift to active transportation. Possibly re-word to address this issue, as in 'Create a Technical Advisory Committee to address last mile needs, and identify specific actions for implementation.
- Interview/research what happened with previous pedi-cab business. If a pedi-cab is not viable, then it may not make sense to try to have the city run a pedi-cab.
- Equity: provide program for free e-bikes for income qualified people
- A citywide "green bike" program is more likely to be effective. As for electric bikes, JUMP Bikes said that Davis had the highest usage rate of any of the cities it was in before pulling out. We already have the blueprint for that—how do we get a vendor back? Locating at transit centers is a synergistic action that is dependent on the development of high traffic transit centers.
- Issue RFP for return of micro-mobility services to Davis service area (in progress)

- Petaluma did a free e-bike pilot and a major co-benefit was health improvements for participants who were prediabetic.

#### B.5 Develop financing/incentives for purchasing or using bicycles, electric bikes or scooters, and include specific provisions for vulnerable populations

- Add 'purchasing, using and maintaining' and 'bicycles, electric bikes, scooters and bike trailers' to get at need to keep bikes and equipment in good operating order, especially for vulnerable community members
- This action is a first priority, both for increasing active transportation, as well as addressing equity and inclusion in our community
- Combine with regional efforts
- Add free bicycles for low-income residents plus free basic bike maintenance, like fixing flat tires
- City of Sacramento has a large bike/scooter sharing program to use as a template
- Note that a significant issue is bike theft, but this is being addressed currently through other city policies, and it is not directly a climate action/ emissions reduction issue

#### ***Strengthen transit connections within Davis and among regional neighbors***

#### B.6 Subsidize public transit so it is free for all to use

- Consider commuters from outside Davis, such as those coming from Woodland, West Sac, and Sacramento (especially Yolo Bus) to emphasize intercity transportation and opportunities for express services.
- If this action is implemented, costs must be to be offset by re-routing. If so, be sure to prioritize routes from low-income apartments/areas to basic needs locations, food stores, pharmacies, health centers
- Couple this action with expanded routes and service frequency

#### B.7 Utilize more roadway capacity in Davis for transit and non-automotive travel options

- This is the main action that addresses roadway infrastructure quality and improvements. Additional measures should be added to the language to specify that this is about increasing active transportation through actions such as 'road diets', addressing intersections by decreasing free right turn opportunities and adding pedestrian safe zones/narrower crossing distances and other design features to make it safer for bicyclists and pedestrians
- Clarify language to show intent that this is 'repurposing' existing roadway for alternative uses such as active transportation and green infrastructure, not adding to road width
- Add planning principles about this in the General Plan, and tie this into Capital Improvement Plan
- Prioritize this action on routes that go from low-incoming housing areas to food stores and food sources (like community gardens)
- Use the term "right of way" rather than "capacity" which connotes vehicles. And capacity isn't the issue in Davis. The question is, how do we

want to use our publicly owned right of way. The city is already using the right-of-way differently thanks to new land-width standards that narrow car lanes and give priority to bike lanes. This has been a small start. But we should also be thinking about use of right-of-way for purposes other than travel, e.g. the conversion of parking spaces to outdoor dining.

### ***Reduce single occupant vehicle use***

B.8 Revisit most recent parking pricing study (Downtown Paid Parking, City Council 3-5-2019) and adjust public parking pricing to disincentivize internal combustion engine (ICE) vehicles

- This is a significantly important action to include, as noted by internal staff and Technical Advisory Committee members.
- Examine the potential impacts to retail workers, low income and other vulnerable populations, as this may have equity implications
- Expand number of paid parking spaces downtown (only E-street Plaza currently). So not an issue of adjusting pricing, but expanding paid parking geography.
- The parking study addressed more than disincentivizing ICE vehicles, so clarify wording to address all of the goals of the parking study

B.9 Develop, fund, and staff a Transportation Demand Management (TDM) program to require employers to implement TDM strategies such as vanpool, rideshare, subsidized transit, parking pricing, employee parking cash-out, etc.

- This is a significantly important action to include, as noted by internal staff and Technical Advisory Committee members, but needs to be implemented in conjunction with other transportation-related actions.
- TDM addresses travel behavior at an “umbrella” level, under which many implementation efforts could occur. I had always imagined community education, value building, behavior, mobility packages, and active transportation to nest within this theme (Brian Abbanat) NOTE: this can be addressed in Implementation Roadmap development (CAAP staff)
- Add ‘such as remote work opportunities’
- Identify employer size threshold for impactful investing.
- Study and share best practices and assist small businesses in finding workable solutions
- Consider using funds raised from paid parking to help fund this program. Plan in advance for the potential "death spiral" of this funding model.
- A TDM program should be organized around an "All users, all trips" principle to support car-free, car-lite lifestyles. Focusing only on employers & employees is only a subset of all trips in the community.
- Address work already completed in review of this option by the Planning Commission
- Consider lessons learned and partnerships with UC Davis, as they have robustly addressed this action with ‘Workplace Reimagined’ efforts



**B.10 Establish a congestion pricing or local roadway pricing program to disincentivize travel by internal combustion engine vehicles**

- This action may generate considerable resistance in the community; also, it's important to address potential legal issues. How does this impact downtown businesses? Staff is exploring the legality and complexity of this action.
- Equity may be a major concern, especially for students, downtown businesses, and vulnerable populations
- This may be seen as an intrusive tax
- Sponsor legislation enabling local agencies to assess fuel excise fees, use fees as revenue for funding other Actions (polluters pay).
- Rephrase this measure to describe desired outcomes; and shift to low emissions objectives? Avoid use of 'zones'. 'Low-emission' makes more sense than congestion pricing, and should include freight delivery, e.g. e-cargo bikes. Note that the UC Davis campus is a low-emission zone.
- This works best in large cities, and also studies show that this may not address VMT reduction strategy (Susan Handy).
- Technical and physical hurdles to effective congestion pricing are huge in Davis. Tolling would either have to happen at the City boundary at the various freeway exits and rural road access points, or at the many street intersections surrounding downtown. The implementation expenses would be immense compared to the amount of traffic affected (Richard McCann)

***Expand opportunities for local housing development to balance local employment opportunities***

**B.11 Develop incentive options to increase housing construction in the city, including high-density, mixed-used, transit-oriented, and affordable options**

- This is a significantly important action to include, as noted by internal staff and Technical Advisory Committee members.
- Consider avoiding use of the term 'mixed use', since the trends in retail are changing. Instead consider adding language at end, 'located near retail and food sources (grocery)
- Be more specific about impacts on tear-downs and re-building on existing sites
- Suggest using planning principles in an updated General Plan to address incentives.
- Update policies related to targets for housing types. CC Res 11-077 calls for a target of 40%-60% single family unit types. Increase the target for multifamily instead.
- Eliminate policy for small builder lots which don't accomplish original intention in the current construction environment; it tends towards bigger expensive units.
- Explore ways to keep housing costs from raising after upgrades in low-income housing areas
- Address work already completed on this action by the Planning Commission

## **C. WATER & SOLID WASTE**

### ***Reduce waste generation and increase diversion away from landfills***

#### **C.1 Increase enforcement of commercial food waste separation**

- This action is part of implementation of Senate Bill 1383 and current City policy. Consider combining implementation of all existing City programs and policies into one action.

### ***Conserve water in our buildings and landscapes***

#### **C.2 Develop financing/incentive options to promote rainwater capture and harvesting, and include specific provisions for vulnerable populations**

- How does this relate to existing Low Impact Design (LID) and stormwater requirements?
- Explore a way to link water use and availability to increased community gardening spaces.

#### **C.3 Develop financing/incentive options for low flow fixtures and appliances, and include specific provisions for vulnerable populations**

- This action is part of implementation of current state legislation. Consider combining implementation of all existing and required City programs and policies into one action.

## **D. CLIMATE RISK AND CARBON REMOVAL**

### ***Create a cooler city with more green space for people and habitat***

#### **D.1 Expand urban forest in parks, greenbelts, and open space with climate-ready trees that provide shade and develop a tree replacement plan for street trees for all neighborhoods**

- This will be a part of the Urban Forest Management Plan process, so cross-reference the UFMP as part of the action
- Significantly expand this action to include holistic measures such as addressing healthy soils, composting, and other plant palette tools such as companion and understory planting (bunchgrasses or other carbon sequestering plants), green walls and roofs, etc.
- Include location of new community gardens in planning
- Tree replacement plan should also include parks, greenbelts and major streets/downtown; in other words, all city trees.
- In addition to public trees, we also need incentives for homeowners to plant new trees and replace existing with climate ready private trees
- In addition to trees, we also need to reduce turf grass and monocultures, so add in action: 'Remove turf grass from public spaces to the extent feasible and replace with native, climate-ready, and drought tolerant landscaping and efficient irrigation systems

#### **D.2 Develop an ordinance to require the use of cool surfaces, reflective materials and coatings to reduce the heat island effect**

- Include pavements, roofs, and other building systems such as exterior paints
- Change to 'Update' ordinance

***Protect public health and safety from extreme heat and wildfire smoke and reduce the urban heat island effect***

D.3 Develop policies that require air filtration and air conditioning in new construction while prioritizing rental properties

***Protect public health, safety, and infrastructure against damage and disruption from flooding***

D.4 Implement recommendations in existing plans such as the 2020 Urban Water Management Plan and 2018 Stormwater Operations Assessment Report, and inventory and evaluate stormwater assets

- Reword to eliminate specific studies: “Continue to conduct assessments of City utility infrastructure (water, wastewater and stormwater) at regular intervals to ensure efficient and effective operations that are at pace with industry improvements, and implement recommendations in the assessments as technologically and financially feasible.”
- Consider combining implementation of all existing City policies and programs into a single action, including C.1 and C.3

D.5 Develop policies to increase the use of green stormwater infrastructure and enhance natural water infiltration in public infrastructure

- This can possibly tie into implementation of B.7 'Utilize more roadway capacity' for green stormwater infrastructure'

D.6 Relocate/elevate critical infrastructure out of projected flood areas

***Prepare and respond to climate hazards to ensure that the City is equipped to address current and future challenges***

No Prioritized Actions

***Demonstrate climate leadership through innovation, education, and investment***

D.7 Develop a Technical Advisory Committee to research carbon sequestration and removal opportunities the City can pursue to balance remaining emissions by 2050

- Add information about potential actions:
  - Establish a carbon mitigation fund to collect voluntary and/or mandatory payments to mitigate local emissions activities, with

- collected funds used to support a range of local climate change-related projects (Line 13 in CAAP 100 Actions Excel file)
- Develop carbon farm plans for City-owned agricultural land and seek grant funding to implement recommended strategies for maximum carbon sequestration (Line 108 in CAAP 100 Actions Excel file)
- Pursue grant funding to support green infrastructure projects like urban forest management/expansion and sustainable stormwater management
- Change to '2040'—City's target for carbon neutrality
- Specifically add, 'and use findings and recommendations from TAC to advance actions'

In addition to comments on prioritized actions, various stakeholders have advocated for additional actions to be 'promoted to prioritized actions. These recommendations are listed here, with the sector identified. These and other potential actions can be discussed. Most likely, combination and clarification of current prioritized actions will allow more 'room' for additional actions without exceeding 30 or less total actions.

#### **Add Action(s) in Sector A:**

1. One or both of the following: 'Work with Valley Clean Energy to develop financing/incentive options that support building energy efficiency improvements and electrification, and include specific provisions for vulnerable populations' and/or 'Partner with Valley Clean Energy to invest in community solar energy and provide solar battery storage options'
  - Actions on Lines 7 and 21 in CAAP 100 Actions Excel file
  - There should be at least one or more actions that address the City's partnership with VCE, and encourages their active support of our climate action goals.
  - Vulnerable populations often don't have capital to implement these improvements without financial assistance.
2. Switch from fossil gas to electricity or ~~renewable gas~~ or renewable hydrogen in all existing city facilities
  - Action on Line 15 in CAAP 100 Actions Excel file
  - Include provision that City shall upgrade to UltraGreen (100% renewable energy) with Valley Clean Energy for all municipal facilities

#### **Add Actions in Sector B:**

1. Add action for developing a Technical Advisory Committee to address 'last mile' to address the issue of 95% of our transportation emissions are created by vehicle trips that start or end outside of Davis, and include specific action recommendations.
  - See/amend language of B.4 above
  - This is a specific City Council goal

2. Invest more heavily in Safe Routes to School program to normalize biking and walking for youngest community members and substantially reduce morning/afternoon commute (made up in huge part by parents driving their children to and from school)
  - Action on Line 49 in CAAP 100 Actions Excel file
  - This action is the only one addressing programs targeting behavioral change. I think that it is really important to specifically call this out—it could be inclusive of all of the Education programming that the city conducts (and not just SRTS or even transportation) but it is something that could be much more powerful if it had more financial backing, and it likely will not get that without it being an identified action. Nearly all of the students in Davis live within bike/walk distance from their schools, and we know just from doing some minor incentivizing that we can increase the number of kids/families who use active transportation or public transportation by a huge percent (Rachel Hartsough)
3. Promote existing bus service to support day-to-day travel needs in the city (e.g., shopping, appointments, etc.) with expanded routes and increased operation.
  - Action on Line 53 in CAAP 100 Actions Excel file
  - This action goes hand in hand with Action B.6 above.
4. Promote express buses to Woodland, West Sacramento, Sacramento, etc. that accommodate commuting schedules.
  - Action on Line 54 in CAAP 100 Actions Excel file

#### **Add Actions in Sector C:**

1. Develop financing/incentive options to promote the use of drought tolerant, native, climate-ready plants and/or xeriscaping in private landscapes, including programs that support turf removal, and include specific provisions for vulnerable populations.
  - Action on Line 76 in CAAP 100 Actions Excel file

#### **Add Actions in Sector D:**

1. Increase community garden opportunities with priority for renters and incorporate a garden management program.
  - Action on Line 91 in CAAP 100 Actions Excel file
2. This is an important goal that has no prioritized actions included: ***Prepare and respond to climate hazards to ensure that the City is equipped to address current and future challenges.*** Consider adding: “Develop policies to provide more public services and resources during extreme weather events”
  - Action on Line 103 in CAAP 100 Actions Excel file

Attachments

- ATT 1 Draft prioritized actions by sector and goal (+/-25)
- ATT 2 Evaluated actions by sector and goal—Excel spreadsheet (+/-100)
- ATT 3 Davis ASAP Evaluation File Output—Excel spreadsheet ASAP tool summary
- ATT 4 NRC comments from July 26, 2021 meeting
- ATT 5 CAAP timeline

Note: More information about the CAAP is available on the City web page, located here:  
<https://www.cityofdavis.org/sustainability/2020-climate-action-and-adaptation-plan-caap>.