

Cotati

Commitments to meeting
community greenhouse
gas reduction goals.



5.2 Cotati

This section presents the community greenhouse gas (GHG) emissions profile specific to Cotati and the measures that the City of Cotati will implement, with the support of the RCPA and other regional entities, as part of the regional approach to reducing GHG emissions.

5.2.1 Community Summary

Located at the crossroads of Highways 101 and 116, the City of Cotati's early history as a trade center for surrounding agricultural lands, has earned its nickname, "The Hub." Cotati has a wide spectrum of housing types which accommodate a variety of lifestyles from large lot, animal-friendly rural living, to suburban neighborhoods with easy access to shopping, to dense, compact, and walkable urban living. The City has an energetic and involved business community that offers the full array of goods and services and a small but vibrant downtown. Cotati is home to a clean light-industrial area and is proud of its focus on infill development and "green" priorities for new building. Sonoma State University is nearby, and with initiation of service, SMART trains will stop at the City's newly completed train depot and transit hub.

The heart of Cotati is La Plaza Park, located within the historic hexagonal plaza, a designated state historical landmark. La Plaza Park hosts a number of annual events throughout the year including the annual Kids' Day Parade and Festival, the summertime Farmers' Market, the Cotati Jazz Festival, Oktoberfest, and the annual Holiday Tree Lighting Celebration. The annual Cotati Accordion Festival is the largest accordion festival in California.

Demographics

Cotati spans 1.9 square miles and had a population of 7,265 as of the 2010 census. In 2020 its population is expected to be 7,777, an increase of 7% over 2010. Employment in the area is expected to increase by 15%. Cotati's demographic composition in 2010 was 82% White, 2% African American, 1% Native American, 4% Asian, 0.4% Pacific Islander, 6% from other races, and 5% from two or more races. Persons of Hispanic or Latino origin were 17%.

As shown in Table 5.2-1, the City is expected to experience steady growth in population, housing, and jobs in the future.

Table 5.2-1. Cotati Socioeconomic Data

	Actual			Projected		
	1990	2010	2015	2020	2040	2050
Population	5,714	7,265	7,483	7,777	8,809	9,404
Housing	2,281	3,041	3,162	3,321	3,777	4,028
Employment	2,940	3,217	3,413	3,714	4,302	4,502

Socioeconomic data were derived from the SCTA travel demand model and incorporate input from the City based on its internal planning forecasts.

According to the 2010 US Census, City of Cotati housing is majority owner-occupied with 59% of housing units owned and 41% rented.

Energy and Water Use

Compared to households in the county as a whole, Cotati households use less electricity, natural gas, and water. They also use less electricity, natural gas, and water than households statewide.

Table 5.2-2. Cotati, County, and State 2010 Average Energy and Water Use (per household, per year)

	Cotati	County	State
Electricity (kWh)	6,051	7,042	9,320
Natural Gas (Therms)	395	413	512
Water Use (Gallons)	60,624	75,810	107,869

Sources:

City Data: provided by PG&E (energy) and by the City of Cotati Urban Water Management Plan.

County Data: provided by PG&E (energy) and the cities or their Urban Water Management Plans (water).

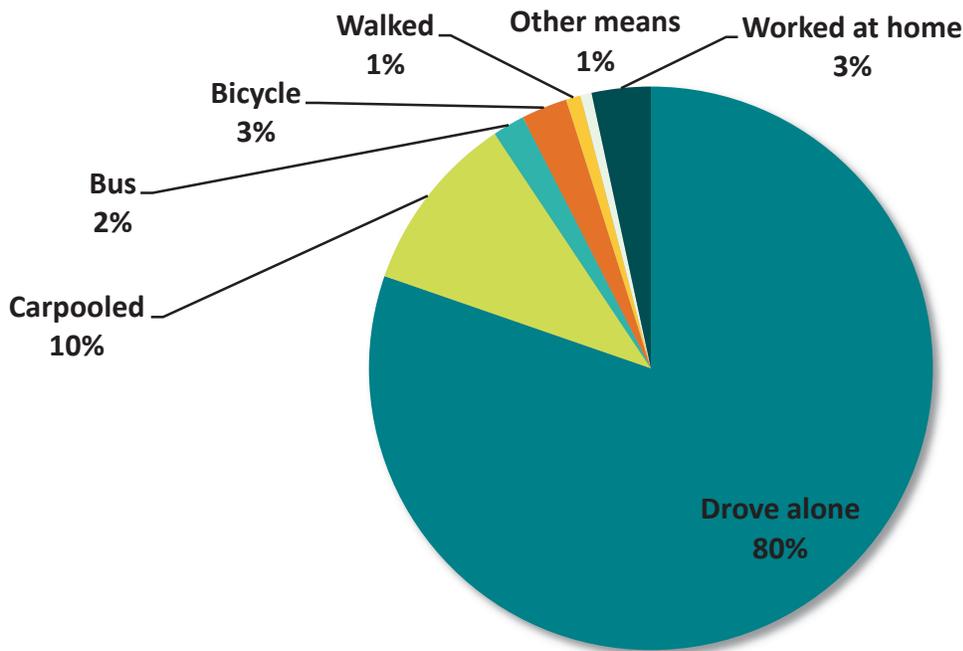
State Data: U.S. Energy Information Administration 2009, U.S. Geological Survey 2014, California Department of Finance 2015.

kWh = kilowatt hours

Transportation Commute Modes

In the inventory year 2010, most Cotati residents drove alone to work, and about 10% carpooled. For many residents of Cotati, alternative transportation options are not available for their commute trip. With the average trip to work for residents of Cotati taking 26.9 minutes, and limited bus service, riding a bus is not a viable option for many Cotati residents (U.S. Census Bureau 2014).

Figure 5.2-1. Modes to Work in Cotati in 2010



Source: U.S. Census Bureau 2014: American Community Survey 2006–2010

5.2.2 Cotati’s Existing Actions to Reduce GHG Emissions

Cotati has already taken a number of steps to reduce energy use, promote renewable energy use, and other actions that have been helping to reduce GHG emissions.

- Building Energy
 - Residential Retrofits: Energy Upgrade California in Sonoma County – Whole House Upgrade Program.
 - Residential Appliance Upgrades: Programs through Pacific Gas & Electric Company (PG&E) and other agencies.
 - Solar Installations at Residences: Energy Upgrade California in Sonoma County – Whole House Upgrade Program. Streamlined permitting through Building Department.
 - Solar Sonoma County program.
- Land Use and Transportation
 - Focus on Infill Development: The General Plan update in 2015 includes several tools to incentivize new development in areas of the City that are along or near major transportation corridors. In addition, both the Downtown and Santero Way Specific Plans call for walkable, mixed use development with a combination of jobs and housing.
 - Traffic Signal Synchronization: Synchronization occurs with new development when installation of a new signal is required.

- Increased Transit Infrastructure: Installation of three electric vehicle charging stations in 2012 at City Hall. In addition to the SMART service mentioned below, additional infrastructure such as a train depot, SCTA Park-n-Ride facility, new sidewalks, expanded bicycle parking, and bus turnouts are all being provided adjacent to the rail service line.
- Increased Transit Service: Coordination of construction of SMART Train facilities at Santero Way and East Cotati Avenue. Facilities include construction of depot building, SCTA Park-n-Ride, and Smart Train service.
- Bicycle and Pedestrian Master Plan: Long range bicycle and pedestrian planning goals and policies.
- Solid Waste
 - Methane capture occurs at the Santa Rosa Sub-regional Treatment Plant, which serves Cotati.
- Water and Wastewater Efficiency
 - Efficiency Upgrades: One of the goals of the City’s water conservation program is to reduce wastewater generation by increasing indoor water conservation. Initiation of efforts to increase efficiency of waste collection system which reduces pumping— installation of more energy efficient pumps, and installation of a new Supervisory Control and Data Acquisition (SCADA) system, which enables off-peak pumping times.
 - Water Fixture Retrofits: Higher efficiency requirements (low flow toilets, showers, and faucets) required at the time of new development or significant remodel of existing. City coordinates water audit (performed by City of Santa Rosa and paid for out of water use fees).
 - Greywater or Recycled Water: Greywater retrofit parts/equipment provided, along with informational seminars provided by Daily Acts and paid for by the City.

The City has adopted the following ordinances and General Plan policies that also help to reduce GHG emissions and would support the implementation of the formal GHG reduction measures presented herein.

- Building Energy
 - Alternative Energy – General Plan Policy: Chapter 5 – Policy 3.3. Promote the use of alternative energy in new development.
 - CALGreen Building Code: Municipal Code Chapter 14.04.130. Makes Tier 1 mandatory for new residential and non-residential structures.
 - Green Building – General Plan Policy: Chapter 7 – Policy LU 1.5. Use sustainable best management practices (BMPs) in green building, stormwater management, and conservation to mitigate infrastructure impacts, while minimizing effects on water, sewer, and energy.

- Green Building BMPs – General Plan Policy: Chapter 5 – Policy CON 3.2. Support innovative green building practices and encourage development to exceed CALGreen Tier 1 standards.
- Heating Devices – General Plan Policy: Chapter 5 – Policy CON 2.4. Require new development to install only fireplaces, stoves, and/or heaters to meet current Bay Area Air Quality Management District (BAAQMD) standards.
- Land Use and Transportation
 - Improve air quality through managed growth – General Plan Policy: Chapter 5 – Policy CON 2.1. Focus City growth in and around existing urbanized areas, locating new housing near employment, encouraging alternative transportation, and requiring developers to mitigate air quality impacts.
 - Development Layout and Design – General Plan Policy: Chapter 5 – Policy CON 3.10. Ensure new development and significant remodels encourage the use of alternative transportation modes.
 - Transportation Demand Management – General Plan Policy: Chapter 2 – Policy CI 3.3. Work with local employers and institutions to implement Transportation Demand Management (TDM) programs such as subsidized transit passes, carpool matching, telecommuting, and car-sharing, etc.
 - Transit Oriented Development. All street classifications above residential alley, include provisions for bicycle and pedestrian facilities (Chapter 17.26 of Land Use Code). The Santero Way Specific Plan is a transit oriented plan for the area of East Cotati Avenue adjacent to the rail tracks. Future development will comprise a mix of uses and will utilize design standards to further the goals of reducing vehicle miles traveled.
 - Parking Policies: Mandatory bike parking for all multi-family and non-residential development. Chapter 17.36 of Muni Code.
 - Sonoma State Traffic Reduction – General Plan Policy: Chapter 2 – Policy CI 3.4. Coordinate with Sonoma State University to minimize traffic impacts.
 - Idling Ordinance. Restrictions are placed on idling of construction vehicles as mitigation measures to new projects.
 - Alternative Transportation – General Plan Policy: Chapter 5 – Policy CON 2.12. Minimize single passenger motor vehicle use. Encourage alternative modes and services.
 - Park-And-Ride Lots – General Plan Policy: Chapter 2 – Policy CI 3.2. Increase the number of trips made by transit and carpooling by identifying locations for park-and-ride lots.
 - Street Design – General Policy: Chapter 5 – Policy CON 3.6. Street design and layout should reduce the use of pavement where possible to reduce cooling energy needs.
- Waste Minimization and Recycling

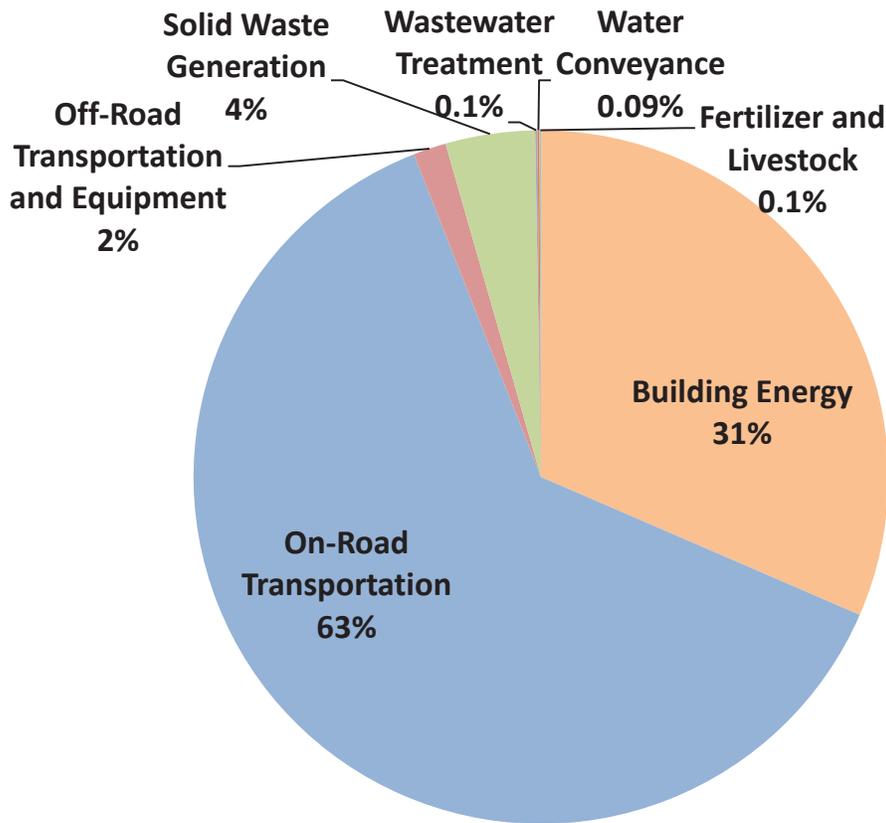
- Waste and Recycling Services – General Plan Policy: Chapter 4 – Policy CSF 3.1. Provide adequate waste disposal, recycling and reuse services.
- Solid Waste Reduction – General Plan Policy: Chapter 4 – Policy CSF 3.2. Reduce solid waste and increase reduction, reuse, and/or recycling in Compliance with Countywide Integrated Waste Management Plan.
- Resource Recovery – General Plan Policy: Chapter 4 – Policy CSF 3.4. Require and/or support the operation of resource recovery facilities by the City waste hauler.
- City Operations – General Plan Policy: Chapter 4 – Policy CSF 3.5. City operations should use recycled materials whenever feasible.
- Green Waste – General Plan Policy: Chapter 4 – Policy CSF 3.8. Require new or significantly remodeled development to incorporate sufficient, attractive and convenient interior and exterior storage for recyclables and green waste.
- Re-use of materials – General Plan Policy: Chapter 4 – Policy CSF 3.6. Support programs that re-use recycled materials and solid waste, such as the use of biomass waste for energy production.
- Solid Waste – General Plan Policy: Chapter 5 – Policy CON 3.12. Continue efforts to reduce solid waste.
- Water and Wastewater Efficiency
 - Funding – General Plan Policy: Chapter 4 – Policy CSF 2.20. Ensure adequate funding is available to improve wastewater conveyance infrastructure to reduce storm water infiltration.
 - Recycled Water – General Plan Policy: Chapter 4 – Policy CSF 2.12. Use recycled water for landscaping irrigation at City parks and City facilities.
 - Wastewater Procurement – General Plan Policy: Chapter 4 – Policy CSF 2.11. Procure recycled water supplies from the Santa Rosa Subregional Wastewater Treatment and Reclamation System where economically feasible. Water Efficient Landscaping Standards: Establishes requirements for landscaping to control soil erosion, conserve water, improve soil quality, enhance the appearance of development projects, screen potentially incompatible land uses, preserve the integrity of neighborhoods, improve pedestrian and vehicular traffic and safety, improve ecosystem services, water infiltration, and air quality, and reduce heat and glare.
 - Water Conservation Toilet Retrofit Ordinance for Non-Residential Customers: Municipal Code Chapters 13.72 and 13.73. Requires the installation of Water Sense toilets at the time of any change in water service by residential and nonresidential customers, respectively.
 - Drought Tolerance – General Plan Policy: Chapter 5 – Policy CON 3.9. Require the use of drought-tolerant and regionally native plants in landscaping.

- Conservation – General Plan Policy: Chapter 5 – Policy CON 3.8. Promote water conservation among water users.
- Agriculture
 - Urban Agriculture – General Plan Policy: Chapter 3 – Policy CHW 3.3. Recognize that urban agriculture has the potential to reduce overall energy consumption and lower food costs. Land Use Code Animal Keeping regulations are very generous; chicken keeping is allowed in most residential zones.
- Urban Forestry and Natural Areas
 - Open Space Conservation: Several General Plan policies call for preservation and provision of active parks.
 - Tree Planting: Chapter 17.54 of the Land Use Code requires a permit to remove all trees over 12 inches in diameter. Removal must be for good cause and typically requires replacement at a ratio of at least 1:1.
 - Watercourse and Riparian Resource Protection: Municipal Code Chapter 17.50. Provides standards for the protection of watercourse and riparian resources within the City, including provisions for adequate buffer areas between watercourses and adjacent development, to retain the watercourses as valuable natural, scenic, and recreational amenities as appropriate.
 - Required Plantings: Municipal Code Chapter 11.10.030. Every new project for which a building or other City permit is required, and/or where construction of gutter and sidewalk is necessary, shall include full street-tree planting.
 - Deciduous Trees – General Plan Policy: Chapter 5 – Policy CON 3.15. Plant and maintain deciduous native trees on Old Redwood Hwy to provide a street canopy.
 - Tree Planting for Climate Protection – General Plan Policy: Chapter 5 – Policy CON 3.7. Encourage tree planting as wind breaks and as a way of reducing summer temperatures.
 - Carbon Sequestration – General Plan Policy: Chapter 5 – Policy CON 2.11. Preserve, protect and enhance the City’s carbon sequestration resources to improve air quality.
- General
 - Resource Conservation: Municipal Code Chapter 17.51. Standards for all proposed development and new land uses to reduce per capita energy consumption and its contributions to global greenhouse gas production, potable water consumption and resulting wastewater production, and solid waste production.
 - GHG and Businesses – General Plan Policy: Chapter 5 – Policy CON 2.10. Encourage local businesses and industries to reduce GHG and energy consumption.
 - City Facilities – General Plan Policy: Chapter 5 – Policy CON 2.6. Reduce GHG emissions from City facilities to 30% below 1990 levels by 2015 consistent with 2008 GHG Emissions Reduction Action Plan.

- Climate Action Plan – General Plan Policy: Chapter 5 – Policy CON 2.8. Support development and implementation of a Climate Action Plan.
- Regional Coordination of GHGs – General Plan Policy: Chapter 5 – Policy CON 2.9. Consolidate efforts with other jurisdictions to reduce countywide GHGs.
- Support for Climate Action 2020 – General Plan Policy: Chapter 2 – Policy CI 3.1. Actively support RCPA in its goals for Climate Action 2020.

5.2.3 Greenhouse Gas Inventory and Forecast

Figure 5.2-2. Cotati 2010 Community GHG Inventory by Source



Cotati’s inventory is similar to other cities in the county and state. The majority of the GHG emissions result from fossil fuel combustion in personal and light-duty vehicles. The next largest source is building energy, which includes emissions related to energy used to heat the homes and businesses in Cotati. Residential uses account for most (64%) of the building energy emissions in Cotati. Commercial uses account for 36% of total building energy emissions. The other categories of emissions are much smaller in comparison to building energy and on-road transportation.

In Cotati, total GHG emissions generated by community activities in 2010 were 52,060 MTCO₂e, which is approximately 1% of countywide GHG emissions in the same year. This is a 1% increase from estimated 1990 emissions, which were 51,480 MTCO₂e.

Table 5.2-3. Cotati Community GHG Backcast, Inventory, and Forecasts

Source	1990 Backcast		2010 Inventory		2015 Forecast		2020 Forecast		2040 Forecast		2050 Forecast	
Building Energy	14,650	28%	16,410	32%	18,160	32%	19,330	32%	22,130	32%	23,430	33%
On-Road Transportation	29,840	58%	32,570	63%	35,790	62%	38,320	62%	41,650	60%	41,980	59%
Off-Road Transportation and Equipment	710	1%	800	2%	950	2%	1,160	2%	2,290	3%	2,420	3%
Solid Waste	5,640	11%	2,170	4%	2,270	4%	2,410	4%	2,760	4%	2,920	4%
Wastewater Treatment	40	0%	50	0.1%	60	0%	60	0%	60	0%	70	0%
Water Conveyance	600	1%	50	0.1%	60	0%	60	0%	80	0%	80	0%
Total	51,480	100%	52,060	100%	57,280	100%	61,350	100%	68,980	100%	70,900	100%
Per-Capita Emissions	9.0		7.2		7.7		7.9		7.8		7.5	

5.2.4 Greenhouse Gas Reduction Goal and Measures

The City of Cotati joins the other Sonoma County communities to support the regional GHG emissions reduction target of 25% below 1990 countywide emissions by 2020 through adoption of 22 local GHG reduction measures. The City’s GHG emissions under 2020 BAU conditions (in absence of state, regional, and local reduction measures) would be approximately 61,350 MTCO₂e. The City’s local GHG reduction measures, in combination with state and regional measures, would reduce the City’s GHG emissions in 2020 to 42,010 MTCO₂e, which would be a reduction of approximately 32% compared to 2020 BAU conditions. The City will achieve these reductions through a combination of state (71%), regional (21%), and local measures (8%) that are technologically feasible and cost-effective per AB 32. With the reduction measures in CA2020, per-capita emissions in Cotati will be 5.4 MTCO₂e per person, a 40% reduction in per capita emissions compared to 1990.

Table 5.2-4. Cotati 2020 GHG BAU Emissions, Reductions, and CAP Emissions

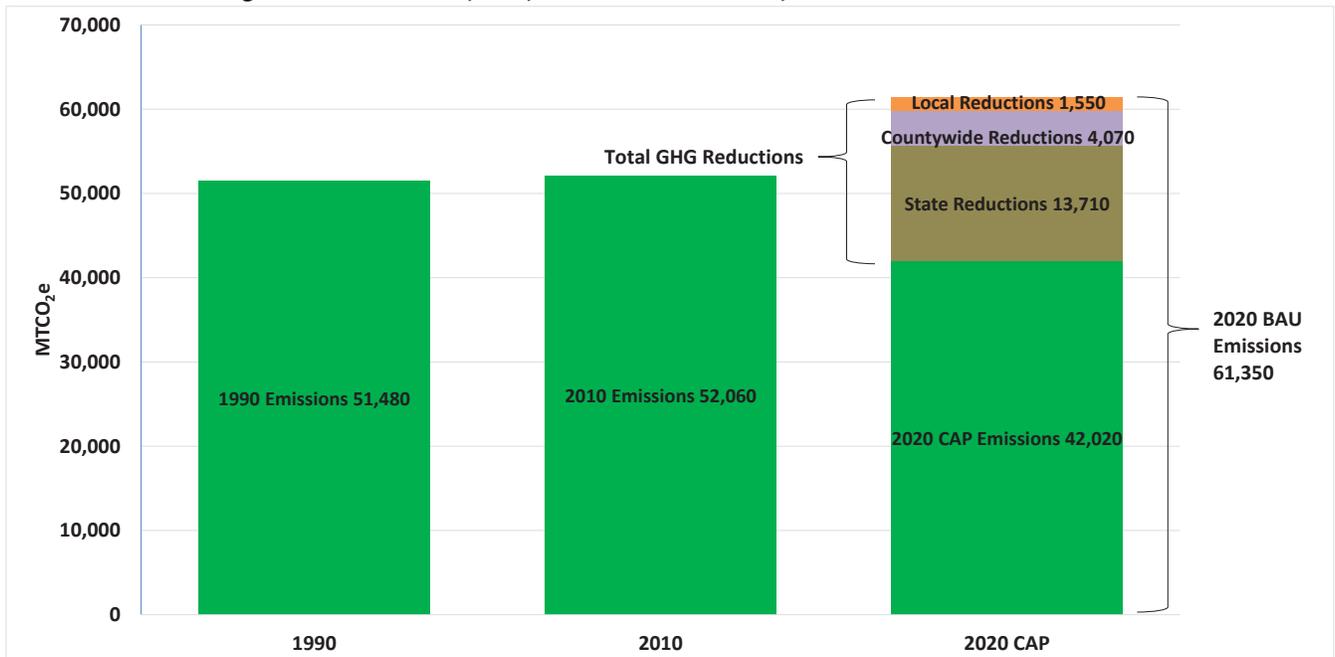
Source	2020 BAU Forecast	Reductions				2020 CAP Emissions	% Reduction From BAU
		State	County-wide	Local	Total		
Building Energy	19,330	4,710	1,380	660	6,740	12,580	35%
On-Road Transportation	38,320	8,900	820	460	10,170	28,150	27%
Off-Road Transportation and Equipment	1,160	100	-	20	130	1,040	11%
Solid Waste	2,410	-	1,820		1,820	590	75%
Water Conveyance	60	-	50	410	460	¹	100%
Wastewater Treatment	60	-	10	-	10	50	17%
Total Emissions	61,350	13,710	4,070	1,550	19,330	42,010	32%
		71%	21%	8%			

Values may not sum due to rounding.

¹ The CAP reduction for the water conveyance sector is greater than 2020 BAU emissions because it contains emission reductions from multiple sectors. Water conveyance measures reduce improve efficiency, which reduces electricity use within the building energy sector.

Figure 5.2-3 shows Cotati’s 1990 and 2010 GHG emissions total, 2020 BAU emission forecast total, and total emissions remaining after implementation of the City’s reduction measures. The contribution of state, regional, and local reductions are overlaid on the 2020 BAU emissions forecast total, representing the total emission reductions achieved in 2020. Like the other jurisdictions, Cotati benefits greatly from the work the state and regional entities are committed to implementing on climate action. See Chapter 4 for more information on state and regional actions.

Figure 5.2-3. Cotati 1990, 2010, and 2020 GHG Emissions; 2020 State and Local Reductions



Greenhouse Gas Reduction Measures

To help reach the community goals, Cotati will adopt a set of reduction measures through a combination of state, regional, and local measures. State reduction measures are implemented through state law, including some that require action by the City to comply with state mandates (e.g., Title 24 energy efficiency measures). State measure reductions total 13,710 MTCO₂e, which include the Pavley vehicle fuel efficiency standards, Title 24 building standards, the state's low carbon fuel standard, and the RPS. These will reduce GHG emissions from Cotati's on-road, off-road, and building energy sources in 2020.

Regional measures will reduce emissions by 4,070 MTCO₂e and will be implemented by regional entities, including the Regional Climate Protection Authority (RCPA), Sonoma County Water Agency (SCWA), County of Sonoma Energy Independence Office (ESD), Sonoma County Transportation Authority (SCTA), and Sonoma Clean Power (SCP).

An additional reduction of 1,550 MTCO₂e will be achieved through locally adopted measures specific to the City of Cotati. The locally adopted measures, although not as high-achieving of GHG reductions as the state and regional measures, are important because they represent actions that local communities can take directly. The communities have local control over their infrastructure and policies and have selected the local measures that best suit the needs of their community.

The three measures that will have the greatest impact in Cotati are, in order of importance, Measure 11-L1 (Senate Bill SB X7-7 - Water Conservation Act of 2009), Measure 2-L4 (Solar in Existing Non-Residential Buildings), and Measure 2-L2 (Solar in Existing Residential Building). These three measures, in addition to reducing GHG emissions, will save energy and conserve natural resources. As the county and state continue to experience a historic drought, water conservation will remain an especially important co-benefit.

On the state level, the RPS and the Pavley measures have the greatest potential to reduce emissions in the City. Of the regional measures, the measures with the greatest impact include the Community Choice Aggregation (CCA) measure and the waste-to-energy measure.

Table 5.2-5 presents the individual GHG reduction measures that Cotati has selected for the CAP. For more information on the specifics of each measure, see Appendix C.

City of Cotati Sustainable Building Program

Since 2004, the City of Cotati has had a sustainable building program that is mandatory for new residential and commercial buildings, and for certain additions and remodels to existing buildings. Though now superseded by the CalGreen program, the City has been requiring more efficient energy and other building standards as well as lower water use.

Table 5.2-5. Cotati 2020 GHG Emissions Reductions by Measure

State, Regional, and Local Measures	2020 GHG Reductions	Participation Rate
State and Regional Measures		
Goal 1: Increase Building Energy Efficiency	1,037	
Measure 1-S1: Title 24 Standards for Commercial and Residential Buildings	308	N/A
Measure 1-S2: Lighting Efficiency and Toxics Reduction Act (AB1109)	442	N/A
Measure 1-S3: Industrial Boiler Efficiency	-	N/A
Measure 1-R1: Community Energy Efficiency Retrofits for Existing Buildings	46	N/A
Measure 1-R2: Expand the Community Energy Efficiency Retrofits Program	240	N/A
Goal 2: Increase Renewable Energy Use	5,048	
Measure 2-S1: Renewables Portfolio Standard	3,936	N/A
Measure 2-S2: Solar Water Heaters	22	N/A
Measure 2-R1: Community Choice Aggregation	1,091	N/A
Goal 5: Encourage a Shift Toward Low-Carbon Transportation Options	537	
Measure 5-R1: Improve and Increase Transit Service	<1	N/A
Measure 5-R2: Supporting Transit Measures	NQ	N/A
Measure 5-R3: Sonoma-Marín Area Rail Transit	NQ	N/A
Measure 5-R4: Trip Reduction Ordinance	119	N/A
Measure 5-R5: Supporting Measures for the Transportation Demand Management Program	NQ	N/A
Measure 5-R6: Reduced Transit Passes	110	N/A
Measure 5-R7: Alternative Travel Marketing & Optimize Online Service	88	N/A
Measure 5-R8: Safe Routes to School	222	N/A
Measure 5-R9: Car-sharing Program	NQ	N/A
Measure 5-R10: Bike Sharing Program	NQ	N/A

State, Regional, and Local Measures	2020 GHG Reductions	Participation Rate	
Goal 6: Increase Vehicle and Equipment Fuel Efficiency	8,901		
Measure 6-S1: Pavley Emissions Standards for Passenger Vehicles and the Low Carbon Fuel Standard	8,293	N/A	
Measure 6-S2: Advanced Clean Cars	260	N/A	
Measure 6-S3: Assembly Bill 32 Vehicle Efficiency Measures	349	N/A	
Goal 7: Encourage a Shift Toward Low-Carbon Fuels in Vehicles and Equipment	382	-	
Measure 7-S1: Low Carbon Fuel Standard: Off-Road	103	N/A	
Measure 7-R1: Shift Sonoma County (Electric Vehicles)	279	N/A	
Goal 9: Increase Solid Waste Diversion	709		
Measure 9-R1: Waste Diversion Goal	709	N/A	
Goal 10: Increase Capture and Use of Methane from Landfills	1,111		
Measure 10-R1: Increase Landfill Methane Capture and Use for Energy	1,111	N/A	
Goal 11: Reduce Water Consumption			
Measure 11-R1: Countywide Water Conservation Support and Incentives	NQ	N/A	
Goal 13: Increase Water and Wastewater Infrastructure Efficiency	13	-	
Measure 13-R1: Infrastructure and Water Supply Improvement	3	N/A	
Measure 13-R2: Wastewater Treatment Equipment Efficiency*	10	N/A	
Goal 14: Increase Use of Renewable Energy in Water and Wastewater Systems	45		
Measure 14-R1: Sonoma County Water Agency Carbon Free Water by 2015	45	N/A	
Local Measures			
Goal 1: Increase Building Energy Efficiency	48		
Measure 1-L2: Outdoor Lighting	47	50%	of outdoor lighting to participate

State, Regional, and Local Measures	2020 GHG Reductions	Participation Rate	
Measure 1-L3: Shade Tree Planting	1	100	trees planted
Goal 2: Increase Renewable Energy Use	611		
Measure 2-L1: Solar in New Residential Development	17	50%	of new houses to participate
Measure 2-L2: Solar in Existing Residential Building	176	15%	of existing homes with solar
Measure 2-L3: Solar in New Non-Residential Developments	12	10%	of new non-residential development to participate
Measure 2-L4: Solar in Existing Non-Residential Buildings	405	15%	of existing non-residential development with solar
Goal 4: Reduce Travel Demand Through Focused Growth	163		
Measure 4-L1: Mixed-Use Development in City Centers and Along Transit Corridors	145	70%	of growth to result in mixed use
Measure 4-L2: Increase Transit Accessibility	12	15%	of growth to be 25+ units
Measure 4-L3: Supporting Land Use Measures	NQ	Yes	
Measure 4-L4: Affordable Housing Linked to Transit	6	15%	of new development to be affordable
Goal 5: Encourage a Shift Toward Low-Carbon Transportation Options	289		
Measure 5-L1: Local Transportation Demand Management Program	88	38%	of employees eligible
Measure 5-L2: Carpool-Incentives & Ride-Sharing Program	172	78%	of employees eligible
Measure 5-L3: Guaranteed Ride Home	NQ	Yes	
Measure 5-L4: Supporting Bicycle/Pedestrian Measures	NQ	Yes	
Measure 5-L5: Traffic Calming	29	100%	of trips affected
Measure 5-L7: Supporting Parking Policy Measures	NQ	Yes	
Goal 7: Encourage a Shift Toward Low-Carbon Fuels in Vehicles and Equipment	26		
Measure 7-L1: Electric Vehicle Charging Station Program	3	5	charging stations installed
Measure 7-L2: Electrify Construction Equipment	23	10%	of equipment
Measure 7-L3: Reduce Fossil Fuel Use in Equipment through Efficiency or Fuel Switching	NQ	Yes	

State, Regional, and Local Measures	2020 GHG Reductions	Participation Rate	
Goal 8: Reduce Idling			
Measure 8-L1: Idling Ordinance	NQ	2	Minutes below state law
Goal 9: Increase Solid Waste Diversion			
Measure 9-L1: Create Construction and Demolition Reuse and Recycling Ordinance	<1	3%	beyond baseline
Goal 11: Reduce Water Consumption			
Measure 11-L1: Senate Bill SB X7-7 - Water Conservation Act of 2009*	414	20%	Reduction in per capita water use
State Measure Reductions in Cotati	13,710		
Regional Measure Reductions in Cotati	4,070		
Local Measure Reductions in Cotati	1,550		
Grand Total Emissions Reductions in Cotati	19,330		

*Measures reduce emissions from multiple sources (i.e. water and energy)

NQ = not quantified

5.2.5 Municipal Greenhouse Gas Reduction Measures

Like the other cities and the county, Cotati has recognized the need to reduce GHG emissions from municipal operations. The City has existing programs in place for green municipal buildings and alternative fuels for its municipal fleet. Although municipal GHG reduction measures are not part of this countywide plan, action by the cities and the County to reduce municipal emissions is still important. Cotati and the other local communities will continue to pursue actions that reduce GHG emissions from municipal operations. Descriptions of potential municipal GHG reduction measures are provided in Appendix E as an informational resource.