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What did you like about the draft plan?

Would prefer a document in B&W - cheaper for me to print. I prefer to read hard copy - I can make comments on the report, etc.

It's great the City has developed this draft plan! Thanks you. I believe our City must boldly address this climate emergency. I hope the City will "sell this plan" to ensure that it has the financial resources for the efforts identified in this plan.

Page 26 - URBAN FOREST & WATER QUALITY – This is a strong section.

Page 53 - I support reducing or eliminating citywide minimum parking requirements and setting parking maximums for most land-use types and requiring developers and landlords to "unbundle" parking from rent.

Page 53 - I support reducing or eliminating citywide minimum parking requirements and setting parking maximums for most land-use types and requiring developers and landlords to "unbundle" parking from rent.

I support charging drivers for curb parking in high use areas.

Page 53. I love the idea of mitigating the impacts of inner-city highways including capping, conversion to boulevards, or complete removal.

I support infill and ADU's.

Page 55. I support the bold goals to increase sidewalks and bicycle facilities.

Page 55. I support Implementing road-diets on all four-lane city streets.

I support a lot of other sections, but I focused more on what I would change or add.

I appreciated very much the acknowledgement that people of lower incomes are affected more often and more negatively by climate change than others. I hope to see more detail about how this inequity will be handled, for example, with plans for inclusive financing.

Really excellent to see the City commit to achieving carbon neutrality by 2050!

Great identification of high-level technologies (electric vehicles, cold climate air-source heat pumps, whole-building energy retrofits, etc.) that will mitigate emissions.

Great to see an expressed commitment to adopting stretch codes when they become available (and by extension working on bipartisan coalitions to get them through the state legislature!).

Acknowledgment that building decarbonization will require fuel-switching.

That it was publicly available to view and easily accessible on your website..

The very fact that it exists

This is an amazing and incredibly comprehensive plan. Love that St. Paul is taking a leadership role fighting the climate crisis and developing productive policy.

The draft plan does a great job of outlining the climate vulnerabilities the city faces and the necessity to be carbon neutral by 2050. Moreover, the plan places an emphasis on how the climate risks disproportionately on folks who are already the city's most vulnerable residents.

It's encouraging to see that the plan centers on equity. The plan includes an important discussion of the populations that will be most affected by climate change, and identifies initiatives to address those disparate impacts.

The plan identifies several opportunities to increase transparency regarding energy usage and costs, including point-of-sale and point-of-rent energy disclosure, as well as energy benchmarking in multifamily properties. These policies were recently passed in Minneapolis, and would significantly benefit residents and building owners in Saint Paul for uniformity across cities.

The plan includes a focus on energy burden and access to the benefits of energy efficiency and renewable energy, such as deep energy efficiency retrofits, solar for low-income households, and leveraging tools like the 4(d) program. Additionally, the plan proposes an energy burden working group, which presents an opportunity to convene key stakeholders, including community members.

Very comprehensive, looks great, easy to understand

We affirm the city's work on compiling this plan and taking this leadership and initiative. We appreciate the opportunity for education and feedback. We also appreciate that the city will regularly update this plan every 5 years.

We appreciate the specific and ambitious goals as to carbon neutrality, which is necessary to address the massive challenge of climate change. Setting the goal of carbon neutrality makes us a leader in the country.

This plan provides a good introduction to the climate crisis for everyone, even those who are new to the issue of climate.

This plan takes powerful initiative on expanded transit.

The plan provides the beginnings of an assessment of who is affected by climate change, making good use of earlier study by the County/City on resilience and lifts up some of our most vulnerable communities with particular concern.

Everything. I didn't get a mailer or anything about this until just now.

First, I appreciate the care and time that went into this. Overall, it reflects the growing urgency our society feels to mitigate climate change and our dependence on fossil fuels. CARP also incorporates essential, laudable goals of promoting renewable energy and incorporating a lens of equity in how we design systems and public policy.

Some aspects of the plan are terrific. These aspects include the focus on creating a building energy code, a time-of-sale and time-of-rental ordinance like Minneapolis, dramatically increasing rooftop solar deployment, reducing energy burden on under-resourced communities, electrification and equitable access to energy efficiency and renewable energy.

Hi Russ, I appreciate that you include reducing food waste, eating a plant-based diet, and eating fresh and local foods as strategies for individuals to reduce food-related GHG.

Its a plan.

I thought it was thorough and clear. I was surprised at the recognition of the work that plants and trees do in mitigating the effects of climate change. My sense of the city's 2040 Plan is that it shortchanges such considerations, focusing on density at the expense of green life.

Thank you St. Paul officials for creating a separate climate action plan instead of individual climate actions rolled up into the city's master comprehensive plan. The success of this strategy however will be measured on how often the climate plan and its actions are utilized in all levels of city decision-making processes, not whether the city has a plan or not. This plan and it's creators should prioritize trickling this information down into the most local of planning decisions.

We have A (draft) PLAN!!! Hooray!

Thank you to everyone who pulled this draft plan together!

I like that there are some measurable goals, an overview of the current benchmarks, and suggestions for others to contribute to the solutions.

I appreciate the attention to energy burden, air pollution, and vulnerable populations. I appreciate the highlighting of key initiatives, but they seem very vague (e.g. Host a community solar garden with some low income participation vs. Host a 1 MW community solar garden in a community with higher than average energy burden/climate vulnerabilities and achieve at least 15% of low income participation.)

I am grateful that the city is talking about implementing a plan to reach carbon neutrality. It is a good introduction to the subject of climate change and potential strategies to mitigate it. The plan also begins to identify who is most vulnerable to the negative effects of climate change.

I like that we have a plan and that the city is thinking about this important issue. I thought it was a good primer on climate change and good at identifying problems and concerns in our community. I appreciated the maps that show very clearly the disproportionate way climate change and pollution is affecting our community. I like the part about trees.

Inclusion of equity

I like that on paper our city is setting a goal of being carbon free and combatting the climate crisis.

The fact that Saint Paul is making a plan.

It seems well organized and put together.

I appreciate the emphasis on systemic solutions, such as Xcel moving to zero carbon.

There was some interesting general information and some common sense strategies were identified. The push toward micro grid/home energy production with solar seems to have potential for major benefits, and citizen connections to those resources could be expanded on.

As a long time Board member of St. Paul's District Energy, I'm certainly a proponent of reducing carbon emissions as we have done at DE - so the continued emphasis on that as outlined in the report is critical education.

The emission and carbon neutrality aspirations are commendable.

I love the analysis of impact and vulnerability. We cannot fail on a commitment to equity.

Capture full cost of parking (p 53) --- yes! SP should coordinate across metro to reform free parking.

"Create high-frequency rapid transit in all parts of the transit market areas defined by Metropolitan Council" (p 54) -- yes!

It show the extent the city's government class desired to intrude on everyone's life.

That the plan's authors have embraced nuclear power. Xcel's plan continues use of their three nuclear plants and keeps the door open for applying next gen nuclear power down the road.

-Acknowledging energy burdens
-Feasibility and impact of energy benchmarking requirement
(we took fewer notes on this)

See comments below

Minimizing single use plastics

I like having initiatives tied to measurable targets.

I am proud and pleased that the city has taken the initiative to become a leader in this area. The plan is a good start. I like the component of expanded transit. I also like that the plan begins to assess the environmental justice piece of climate change and how vulnerable communities may suffer disproportionately.

This is silly.

please pave the roads that we have so that we can get to work. I have to work to pay for this but our roads are impassible. Y

It's presentation, organization and comprehensiveness.

Planting more trees

I think it sounds great. I am a retired Auto worker and see lots of issues with single-use automobiles. It is time for the internal combustion engine to be a part of History for personal transportation. I am a big supporter of mass transit, and me transit meaning getting around on foot or bicycle. This is keeping me relatively healthy and able to do the things I like to. The more active we are the better lifestyle choices around food and Community we make. I just think of convenience stores and all the pollution and trash that goes out of their properties everyday. We need to do better for our health and the health planet Earth. I also believe that distributed renewable energy production is the future. A big thanks for taking on this huge and controversial issue.

Impossible to say because I cannot find the draft plan. It's not on this web page ---
<https://www.stpaul.gov/climate-plan-feedback?>

It sounds like some great work from a variety of folks went into the plan. I like the visuals and simple descriptions in some areas, with educational components and explanations. I like the drawing on science and the effort to name specific dated goals in some areas of the plan.

RUSS, THIS IS LIZ TESTING THE FORM. LET ME KNOW IF YOU EVER GET AN EMAIL.

What do you have questions about?

Would like more information on gas vs. electric use in homes. Gas is cheaper, of course. The electricity would be cheaper if more solar was used, I am assuming.

Where is the incentive to reduce overall trash and landfill volumes when the city-wide enforced trash hauling program requires every household unit to have (and pay for) trash removal? Until people are incented to move to zero-trash/reduced-emission lifestyles, they will continue to generate trash and lots of it.

The St. Paul City Council assumed that every single household has lots of trash to throw out. They even put the burden on hhlds with small amounts of trash (i.e. small containers with every other week pickup) by charging them more per gallon!!! What about those of us who don't generate enough trash to require this expensive service? We have no recourse unless you put incentives in place - i.e. tax breaks for those of us who are trying to comply with the goals of reducing trash. It's a twisted, contradictory concept to require trash hauling for everyone when your long-term plan is to reduce overall trash.!

What can YOU do to provide a better program for the citizens of St. Paul? I will appreciate hearing your thoughts about this.

Listed elsewhere.

1) Page 5 notes that “Saint Paul has already developed a framework for community resilience.” Can you tell me where this plan is? It is the “Ready and Resilient Guide” that is mentioned later on the page?

2) How should residents approach “deep energy retrofits” and “electrification of natural gas”? Will there be incentives? Will the City be involved or will this be completely under the auspices of Xcel Energy?

3) I have heard about charging stations being built but what is the philosophy behind where to build them? This would be a good topic to get neighborhood input on. Don’t assume they should be put only in upper- to middle-class areas. If we can get incentives for buying and leasing electric vehicles, lower-income people with little or no access to cars now could leap-frog over other parts of the population.

How is the City defining “carbon neutral”?

- Does “carbon” actually refer to “carbon equivalents”? CO₂-equivalents are mentioned in the report and so is methane. Specifically, what GHGs are included in the carbon neutral pledge? For example, the City of Boston has also pledged to achieve carbon neutrality by 2050 and they include CO₂, CH₄, and N₂O in their commitment.

- Is the City including Scope 1 and Scope 2 emissions in its GHG inventory, as defined in the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (assumed this is what the City is using given membership in the Compact of Mayors)?

- How is “neutral” defined? There are many ways to define carbon neutrality and these differences affect the meaning of the commitment. For example, one way to define is:

$$(\text{anthropogenic GHG emissions}) - (\text{uptake of CO}_2\text{e via biological processes}) + (\text{release of CO}_2\text{e via biological processes}) - (\text{quantity in offsets and/or RECs}) = 0$$

Will the City of St. Paul continue to support historic homes and buildings in our neighborhoods?

Why do we need more bike lanes? Several streets that have had bike lanes added are not streets where I feel safe to ride (no lights, etc.).

Can I be involved in developing an education plan? You guys have got to do a better job helping the public understand the value of this work

Can we avoid missed opportunities with new development? How can we accelerate those parts of the plans with the largest and longest payback? For example, can we or are we accelerating those parts of the plan that would encourage new development (e.g. the huge new Ford redevelopment) to go green?

What additional policies will be necessary in order for the City to meet its zero carbon goal by 2030?

How does the City plan to aid in the ramping up of already existing programs?

1. Besides benchmarking, how will the city address energy usage (and energy efficiency) in multifamily properties?
2. How does the city intend to address energy burden on such a large scale, when there are known gaps in existing energy efficiency programs?
3. What specific actions will the city take to advance the initiatives listed in the plan?
4. Will there be sufficient budget and decision-maker support to implement the plan?
5. How will the energy burden working group be identified/formed? What are the specific objectives and intended outcomes of that group?

Will there be regular updates --maybe every 6 months or so -- on how some projects & initiatives are moving forward?

We are concerned that the City is relying so exclusively on Xcel for our power and that it will negatively impact our city's strategies to move toward green, renewable energy. We assume that Xcel's goals to provide clean, renewable energy and address climate change will always come second to its need to maximize returns for its shareholders. This plan should identify strategies to achieve carbon neutrality beyond relying upon the goals that Xcel has set, and it should build in measures to hold Xcel accountable for Xcel's clean energy targets, upon which this plan relies heavily.

We are concerned that Xcel's choice to purchase the natural gas fracking plant in Mankato is a step in the wrong direction, which undermines rather than affirms Xcel's stated renewable energy goals. McKnight GridLab report shows that MN can reliably meet energy demands through clean and renewable power sources. While we understand natural gas use produces half the carbon of coal, it is still a step toward – rather than away from – fossil fuels and greenhouse gases. Let's hold Xcel accountable to decrease its (and our) reliance on natural gas, coal and nuclear power sources. That said, we recognize that the Climate Crisis we are living through means that our weather patterns are radically changing, and we should be prepared for energy resources to change and be unreliable. The city should consider alternatives to dependence on Xcel as the sole power source for the city. We would like the city to explore such alternatives as building municipal power production through solar and wind; encouraging community solar gardens; and encouraging a distributed renewable-energy system via residential solar, wind, geothermal, and other renewable energy sources. As we face ever less-predictable energy sources, such a diverse and distributed energy system will increase our city's resilience. Let's get creative!

Does the city plan to fund mass integration of charging stations for electric cars? I would ditch my gas car in a second if there were charging ports near businesses and in neighborhoods

Using S.M.A.R.T. (specific, measurable, accountable, results and time bound goals), I am concerned there is a lack of accountability and specificity in our climate plan.

What specific policies does the plan contemplate to reach the laudable goals? In general how does the city expect to reach a goal of tripling energy efficiency program use or dramatically increasing rooftop solar adoption? Are there any shorter timelines or in-between measurements that need to be incorporated on the way to carbon neutrality and 100% renewable energy? For instance, if we aim for 100% renewable energy by 2050, what are our intervening goals at 2030 or 2040? How will we get there?

Where is the residential composting program at? This is a huge opportunity to reduce food waste.... don't see it mentioned here, unless I missed it

How are we going to know which "Plan Trip" our electeds decide not to go on? Absurd.

How do we break up existing hard, hot surfaces? They increase flooding, wash street pollutants into our rivers, absorb heat and provide no animal habitat. And yet, all around us there are cranes, trucks and bulldozers at work, dedicated to creating ever more hard, harmful surfaces. We need green roofs, permeable surfaces and increased number of trees.

I hope more concrete plans and actions to electrify our buildings and vehicles are included in the final plan.

The plan does not seem to have 'teeth'. Did I miss that?

How can we afford to satisfy Xcel stockholders and also protect the most vulnerable stakeholders?

1. The plan reads more like well-written goals; rather than a plan of how to achieve those goals. How will this plan be implemented? How will progress, or lack thereof, be communicated?

2. The plan mentions partnering with Xcel Energy, but how is Xcel incorporating this plan in their integrated distribution planning to support goals like solar, storage, undergrounding of power lines, microgrids for resiliency centers, electric vehicle infrastructure, etc? St. Thomas has a microgrid, but when I asked if they were partnering with the City of Saint Paul on using it as an emergency/resiliency center it sounded like that wasn't being discussed. Seems like a low cost, possibly quick option to achieve one of the goals in this plan.

3. Instead of just seeing equity as avoiding/reducing burden and vulnerability, what is being done to engage the communities at risk in being priorities for the solutions? For example, the solar garden low income participation goal is an example of this. What else could the city in partnership with these communities do?

4. When considering the 1 year solar production incentive goal, did the City consider looking at other soft costs to solar installations within the city's control? For example, reducing solar permit fees or creating an easier application process (online)? These may be more effective, far-reaching solutions for limited resources. Resource: https://content.sierraclub.org/creative-archive/sites/content.sierraclub.org/creative-archive/files/pdfs/0659-MNSolarPermitReport_03_low_0.pdf.

5. Did the City consider playing a convening role in bringing together multiple solutions for populations with energy burden or vulnerabilities? And working with the solution providers to remove barriers (requiring materials/payment to be mailed in later, or reducing sequential qualification (e.g. first you have to submit a form to qualify, then you have to make a payment to show good standing, then you can access the program.)

Is there a plan for ongoing citizen oversight and input? What about a citizen's advisory group to Xcel as has been established in Minneapolis?

My question is, why is our plan so closely tied with Xcel Energy's Integrated Resource Plan. Rather than sounding like OUR plan it looks like THEIR plan. Similar to our city, I commend Xcel Energy for setting a goal to be carbon free but I am concerned that may just be lip service and/or the pace is far too slow.

I have questions about the time line. Seems like we need more time to meet with district councils and our elected officials. We have a distinct disadvantage in Ward 6 as we have a temporary person in our council seat and have not had a chance to discuss with him in any fashion. Would like a longer comment period.

"Eat a plant-based diet" That doesn't reduce emissions by producers of non-plant-based diet products.

"Avoid one flight per year." That doesn't discount the flights that will still take place.

"Eat local and in season." Most people don't know how a food co-op works. Best to teach instead of advising.

Who is going to pay for all of this? Our city is already scrapped for cash and over-taxed.

1) What tax impact on our current infrastructure maintenance costs will these extreme weather conditions result in?

2) What tax impact would the construction and maintenance of additional bike lanes/sidewalks have to taxpayers?

3) Can the electric grid handle the projected increase in electrical usage for transportation?

4) Some of the data combined Ramsey County and/or metro with City data - can that be separated?

5) How many residents/taxpayers currently use bikes or walk to work vs. recreational? What is the realistic potential increase in use?

6) What are the realistic projections of the number of residents that will be able to use public transport, bikes or sidewalks for everyday needs (groceries, home improvements, banking, leisure, etc., etc.)

What is the best thinking of white roofs? Should we continue to promote these?

How long will Excel continue to operation its natural gas plant? If households decide to install a heat pump for greater energy efficiency the energy use would be carbon based.

"Offer a one-year production incentive for residential solar" (p47) What is this?

Is the climate implication for zoning/compact design adequate in the comp plan?

When we all are driving electric cars powered by zero carbon electricity will the city stop its anti-cat tactics? After al, at this point bike riders and walkers will be emitting more co2 than car drivers.

Why not ban meats while you're at it? Veggie burgers for all.

-Who will execute this plan?

-Why is only 10% of new development green in next 10 years? We can and should be more aggressive here.

-How can creating a culture of energy stewardship be free of stigma/shame - especially since changing habits or lifestyles toward energy stewardship is harder with limited resources?

-Who is most impacted by incentivization and deincentivization plans?

-"1 year production incentives" - what does that entail and is it sustainable for folks with a high energy burden? Is it incentive enough for commercial orgs?

-How will we hold corporations (Xcel as a producer of energy, and others as consumers of energy and producers of air and water pollutants) accountable to work alongside our city?

-How do we ensure this new construction remains affordable in the midst of a housing crisis, ongoing gentrification, and a legacy of trauma around community displacement?

-How will the plan educate community members? What is the content and medium that will be used in this education?

-How much onus is on families' and individuals' changes that need to be made, instead of systems change that needs to happen?

-How will you promote tree canopy and green spaces in areas of high development and little soil, like downtown?

See comments below

How are families going to navigate a no-car existence? Daycare, shopping trips, extra-curriculars- it's a lot to coordinate.

Is it possible to encourage more plants within buildings?

How will progress toward the targets be measured and reported? How will we know that the city actually considers this plan important, and will use it to shape city budgets and policies? Will there be required steps for reviewing, revising and enforcing the plan as part of the biennial budget or some other regular city process?

How will clean energy use be incentivized? How will wind and solar be incentivized in new construction over natural gas?

How much will this cost me as a tax payer.

What services will you CUT to pay for this

What does it mean to eliminate or cap inner city highways? What Highways? Interstate 94? Ayd Mill? What does it mean to have city streets reflect the true cost of cars? Are we talking about Exorbitant parking fees? Eliminating parking spaces? I am really fearful for downtown merchants. The city is finally experiencing some downtown vibrancy, and making it hard for people to park is not the way to go! Why is the city so interested in this? This feels like a plan that is the vision of a future state or presidential candidate who is trying to build his resume.

Where is the draft plan so I can read/see it?

What was missing from the draft plan?

Need to spend more time going through it.

Graph "PROJECTED EMISSIONS REDUCTIONS BY 2050" is missing the numbers showing the quantities on the y-axis. This occurs in both instances (page 7 and page 48). Please add the numbers that show the quantities of emissions. Those number were included in the April 2019 version.

Listed elsewhere.

I want to see accountability addressed in more detail. As a resident of Saint Paul, I want to know at predetermined intervals what the status of each goal is—how well it is progressing. And, if it is behind schedule, what adjustments are being made to get it back on schedule.

I am ready and willing to volunteer to help wherever possible with these goals. But it should be the responsibility of the City to measure these goals and tells volunteers how to move forward.

Finally, the plan must be reviewed, and status provided to stakeholders, more often than every five years. It should be reviewed and measured every year or, at most, every other year. We have to make progress and we need to know where we stand every year.

Building sector:

- Reducing energy use in building through energy efficiency (EE) will only get St. Paul so far along its decarbonization trajectory. Fuel switching to electrified space and water heating as well as other household appliances is a decarbonization tool that is not addressed in detail within the building sector section, yet is a key residential target/initiative highlighted at the top of the report. After EE measures, how will remaining fossil fuel usage in residential and commercial buildings be offset by the City and/or the private sector (offsets or RECs) and/or how and when will electrification play a role? Why exclude these strategies in the wedge scenarios plotted on page 45 (a goal of carbon neutrality by 2050 is tough in and of itself, why not also drill down on tough scenarios beyond the 'low hanging fruit')?
- Beyond EE and working with large building owners to establish commitments to achieve carbon neutrality by 2050, how will the City address building emissions? Will it consider opportunities around zoning and/or carbon pricing? How will these policies/programs contribute to decarbonizing building emissions and how/when will they need to be implemented to reach carbon neutrality by 2050 (more detail needed on page 47)?
- Will SB 2030 play a role in helping St. Paul achieve more sustainable development standards, and if so, how? For example, the Ford Site is mentioned on pg. 50, but it is not clear how and where renewables will be sited to power the redevelopment project and it is also not clear that the site will be built without natural gas. If carbon-free energy in the building sector is a key target/initiative for the City, it would be helpful to see how the 400-acre redevelopment project will demonstrate the goals articulated in the report.
- How does indoor air quality factor into equity considerations around energy use in low-resource communities? Fossil-fired appliances emit GHGs and also contribute to respiratory ailments that disproportionately impact children, elders, and low-resourced

How these initiatives will encourage businesses to chose St. Paul.

How will these initiatives be paid for?

What does higher density living (which is encouraged for the Ford Plant site) do for some of the environmental issues mentioned early in the draft?

Why have you not addressed crosswalk safety

Green space—barely mentioned preserving/creating/restoring green space!

Incentivized green building projects

Commitment to localbusinesses, POC and indigenous owners

Connection to UN sustainable development goals

Residential heating is not solved in this policy, that I can find. I think most residential heat is natural gas, forced air and there is no great replacement ideas listed here. The most efficient replacement I can find includes ground source heat pumps but those are both expensive and require a significant retrofit with installation of ground loops. Often in high density living (much of St. Paul) this is very hard to install. How are we going to tackle that problem. I see "electrification" as a solution, but resistance electric heat is terribly expensive and inefficient. Air source heat pumps don't solve our coldest days.

The report fails to demonstrate how the suggested policies get us the City to their overarching climate goals. I would like to see the what more concrete policy steps the City can take over the years to meet these goals.

Specific actions to advance initiatives and certainty regarding budget (discussion regarding costs related to initiatives, likelihood of securing funding, potential funding streams, etc.) are the biggest gaps at this point.

Additionally, the aggressive energy burden reduction program is a good component, but only applies to 1-4 unit properties, when renters in multifamily buildings are known to have significant energy burden and are traditionally underserved by utility programs. Multifamily buildings also present a significant opportunity to leverage and expand other city programs, such as housing incentives (and inspection/enforcement), and the Sustainable Building Policy.

Community input was missing from this version of the draft plan, but that is owing to the process/timeline. As the city begins to review and incorporate feedback in the coming weeks, it will be encouraging to see community input incorporated in an updated draft.

Consider how to use Opportunity Zones and also now commercial PACE can include new construction (passed this legislative session) -- both decent levers to utilize in the commercial sector.

But honestly, this is an excellent comprehensive friggin AWESOME climate plan.

Ayd Mill Road is our big opportunity as a city to practice sustainability and climate resilience. By adding pollinator gardens, bike paths, walking trails, and outdoor exercise equipment, Ayd Mill could become a destination in the city, rather than a viaduct for people to get to the suburbs. Green space reduces heat island effects, increases storm water capture and storage, and improves habitat for our wildlife. We need a comprehensive plan for Ayd Mill-- it's been a blight for way too long. This resilience plan gives us the opportunity to look closer at Ayd Mill as an asset rather than a drain on city resources. Please remember to plan for an Ayd Mill linear park in any city future!

The plan sets beautiful goals but does not set accountability measures. We would like the plan to address the questions of who will provide oversight and how those individuals will ensure measurable progress toward the plan's goals. Clear accountability measures are critical to transparency and the plan's success.

We note that the plan does not address cost implications of the goals it sets. We would like to see the plan provide a realistic assessment of the financial implications of these goals, and how the city will ensure any financial burden does not fall more heavily on the populations that this plan identifies as most vulnerable. We are especially concerned that as changes in our energy sources and our behavior have implications for employment, taxes and our economy that the City will take these into consideration to ensure a just transition. The plan provides the beginnings of an assessment of who is affected by climate change and lifts up some of our most vulnerable communities with particular concern. However, the plan needs more specific strategies as to how it will ensure these populations are not disproportionately harmed by increasingly extreme temperatures and scarce resources. We call upon St. Paul's leadership to be intentional and explicit about what it is doing to protect and lift up these populations in the face of climate change.

This plan should build in incentives so that residents will want to make changes in their habits and lives; we want to reward choices such as carless lifestyles, composting, reducing energy use, and installing residential renewable energy. This plan should include aligning applicable ordinances and codes with the goals set forth in this plan. We need to review city ordinances and codes and eliminate barriers to making positive change and eliminate incentives that work against the goals set in this plan. For example, we should remove any incentives or mandates for natural gas hookups on new construction, and instead incentivize making new construction solar-ready.

The plan should describe how it will develop natural infrastructure to promote carbon sequestration, public health, and community resilience. Such natural infrastructure would

First, here's what's in conflict with another city policy.

The draft plan adopts a goal of carbon neutrality by 2050 and reducing emissions 50% by 2030 from business as usual.

However, just last year the City Council unanimously approved the I-Matters Saint Paul Climate Inheritance Resolution "to complete a Saint Paul Climate Action Plan that includes the Goals of net zero greenhouse gas emissions from City buildings by 2030 and overall by 2050 100% renewable electricity by 2030, and 25% of electricity created within city limits." I would suggest that our youth's goals in the adopted resolution are more appropriate given the urgency of the deteriorating climate. Also, their continued involvement is critical to our success.

I'm also concerned that the draft goals are less ambitious because of Xcel's involvement as a key funder/collaborator within the study. It is natural to assume that the chosen goals comfortably fit into Xcel's business model whose priorities include maximizing profits and protect profits and shareholders. Given Xcel's involvement, are we as ambitious as we need to be?

Second, possibly because of Xcel's involvement, alternative scenarios and options to procure or generate renewable energy outside of an investor-owned utility are not explored. Community choice aggregation (CCA), or municipal aggregation is not mentioned, which allows local governments to procure power on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving transmission and distribution service from Xcel.

Also left out of possible scenarios is creating a green, municipally-owned utility when the franchise agreement with Xcel expires. (It's important to note that municipally-owned utilities have a higher customer satisfaction and reliability rate than investor-owned

In the urban infrastructure, you include tree canopy as an important facet, but there is no mention of community gardens or other urban green spaces. Community gardens have also been proven to reduce run off, mitigate urban heat island effects, and reduce GHG through hyper local food consumption, carbon sequestration, and other means. I'm happy to get you citation if you'd like. This is something I worked quite a bit on, and I think community gardens deserve a place in this plan as a way to advocate for their continued importance.

Also, I don't see ways that the city itself is looking at its role in the food system and the relation to climate change. Many cities are starting to work on the intersection between food and climate change. Austin, TX as a great plan:
<http://www.austintexas.gov/edims/document.cfm?id=293356> , for instance, and Homegrown Mpls is currently writing an addendum to their climate action plan to include food. I'm helping with that effort, and we're looking at strategies nationally and globally that cities can use in climate mitigation plans related to food. I'd love to meet with you to discuss further.

Example from Austin plan that could be applicable in St. Paul:

Reduce emissions in logistics (processing, storage, distribution) and food retail.

TOP PRIORITY ACTIONS:

- Enhance regional sustainable food producer access to markets by identifying City of Austin, Travis County, and privately owned facilities and / or land for collective aggregation, storage, sales, and distribution. Support Sustainable Food Center's Food Hub feasibility study.

- Work with distribution and retail establishments to voluntarily phase out refrigerants with

The plan is missing the financial impact on property owners / renters.

Adequate recognition of the effectiveness of trees. A recent study by Nature Conservancy found that natural solutions could counter 21% of our greenhouse gas pollution. ("Of the 21 natural solutions analyzed, increased reforestation (the planting of trees) emerged as the largest means to achieve greater carbon storage, equivalent to eliminating the emissions of 65 million passenger cars.")

<https://www.sciencedaily.com/releases/2018/11/181114160045.htm>

In addition to cleaning the air and stabilizing our soil and groundwater, trees dramatically cool the air. We must have city policies in place that respect the "heavy lifting" that trees are already doing. We must protect trees from the bulldozers of development, from arbitrary cutdown, and we must expand and connect our city forests. (connectivity being important for corridors of habitat).

St. Paul should prioritize a zero or low-interest loan program for building efficiency and renewable energy audits and technologies (as well as residential electric vehicle charging infrastructure).

(1) I would like to see the actual amount of CO2 in metric tons that Saint Paul will allow each year. The graph on page 45 is helpful, but not concise. (2) An ongoing audit function. (3) A corrective action plan. (4) A municipally-owned electric utility department.

Specificity on HOW the City intends to achieve these goals, and WHO the City is working with to accomplish the goals, and the BUDGET needed to achieve these goals.

Specificity on how the City intends to measure progress (with the exception of the 5 year refresh of the plans.) Both on the accomplishment of the key initiatives AND whether those key initiatives are achieving the anticipated carbon reductions assumed in creating this plan.

I would like more specifics regarding accountability, incentives and implementation. Also more emphasis on increasing our natural infrastructure is needed. Specific supports to increase green spaces, add trees, support and promote an expanded local food system, and prevention of food waste are important.

I think the plan is missing real accountability and bold action. It seems to identify the problem, but other than repeatedly citing Xcel Energy's plan, it doesn't seem to present any real new action or steps the city is going to take. It seems to me the city is saying "here's the problem - and now Xcel is going to fix it for us." The plan is missing ideas for inclusive financing and distributed energy including solar (and the plan cites solar gardens that apparently Xcel energy is touting, but have never been built!!!)

Metrics/indicators from the strategies - what will you be using to measure success of implementation?

I think there is a lot missing. Where are measures of how we will keep ourselves, our energy providers accountable for these goals? Why are we not pushing back on Xcel's plan for more fracked gas energy? We MUST pursue wind and solar to a much greater capacity and we need investment in energy storage. We need to decentralize our energy future and create energy that is made in a way equitable to all.

No sure at Gus time. Need to digest the information.

Any practical input from minority and local business owners, renters, or marginalized persons.

The plan comes off as pretentious and businesslike, devoid of soul or any real-world, day-to-day existence.

You should put down the business-speak and go to the communities for information. I realize people are there to perform a function, but this plan smacks of clichéd politesse. Talk to people, get the real story. That's what St. Paul's always been about.

Recognition that natural gas is vital to heating load and residents won't be forced off its use. Many residents prefer natural gas cooking over electric cooking. The city should also recognize that its residents may not all want to participate so whatever is proposed should be optional.

- 1) Quick links to the various supporting documents(?)
- 2) A more complete demographic breakdown of number of residents in each income level.
- 3) Educational component on these issues through curriculum development in the school district and adult outreach.
- 4) Maps showing the current and proposed sidewalk and bike lane locations.
- 5) Plan to expand urban gardens and gardens for homeowners and rental housing to grow food on site, or to provide farmers markets in more accessible locations (rec centers?)
- 6) Longer historic comparisons on differences in canopy coverages, temperatures, precipitation, air quality vs the projected.
- 7) Is there a plan to help foster a sense of security when using public infrastructure given the increase in assaults and crime across every neighborhood?

There must be energy conservation requirements, particularly heating/cooling, for commercial properties in the city. "Green building standards for new buildings" (p 8) -- are these enforceable?

Where are incentives for geothermal energy and heat pumps? City of Berkeley bans natural gas hookups on new buildings.

We should advance more widespread program of Metro Transit as high school transportation. Mpls has had a very successful program for several years. This creates some immediate climate benefits and also some corollary benefits -- encouraging more family travel on MT and building long-term transit riders.

We need an ordinance for developers to plant replacement trees for any removed in construction.

We need more manufacturer responsibility for packaging/disposal. (like HF2267 to expand producer responsibility by requiring they develop and finance a recycling program for used carpeting.) This builds on past MN successes of "product stewardship" model with electronics and paint recycling.

Wood fires are a significant source of particulate pollution with climate and health impact. We need to move toward a ban on backyard fires and log-burning fireplaces. One step would be to ban all fires on days with ozone alerts.

The plan should indicate policy priorities at county and state levels that will be most important for SP. How will SP use its political capital to advance policy change across jurisdictions?

Billboards should not be illuminated overnight. This could be regulated by the city. What

Focus. it's a "plan" assembled by committee with excess minutia and frequent conflicting ideas. Unless some new technology comes along, carbon free electrical power will be expensive. Xcel can pass it along to consumers since they have monopoly status. Trees are carbon neutral - not negative. Many ideas are too small to matter.

St. Paul must make education of girls and women a top priority. That's the best, humane way to deal with fundamental problem underlying climate change, namely our world population that is too large for a sustainable Earth.

-Empowering communities to have their own sovereignty around issues like energy burden and pollution

-Corporate responsibility and accountability is largely absent from this document, even though that is such an integral part of the plan (the reliance on Xcel adhering to their timeline, along with the high corporate use of energy).

-Individual responsibilities were explored, but not everyone can afford these steps and we weren't sure there was enough of a framework or incentive to make this happen in the proposal as we understood it.

-As heating and cooling needs rise, how do we ensure affordability as a public health issue (beyond just ensuring that backup grids are available)?

-What plan do you have to continue getting - and incorporating - feedback about this plan and these efforts in the future?

See comments below

How can the city work with businesses to reduce packaging? The plan, at a high- level, looks mostly residential focused.

Detail on how future city budgets and policies will be tied into this plan, and how progress will be measured and reported.

There is an over reliance on Xcel for our power. We should be partnering and even competing with them with municipal power production through solar and wind.

The plan must contain a clear discussion of accountability and describe exactly who will be accountable for outcomes.

There must be emphasis on development and investment in natural infrastructure to promote carbon sequestration, public health, and community resilience, such as robust local food production and food waste composting, daylighting streams, providing culturally appropriate programming and events, and planting climate resilient native tree and plant species.

A true cost benefit analysis

An independent 3rd party review of this plan. Only folks that agree with what you want to do have reviewed, critiqued and completed an analysis.

Specifics! I don't understand what most of the initiatives actually are. It's much too vague. I don't understand what exactly will happen to parking in the city Just as one example.

Entire plan seems to be missing.

Changes that are needed to the new trash program - immediate changes that reward zero-wasters and those that have reduced waste, versus penalizing them as the City Council continues to do.....Policies that create accountability and block City employees or Council members and others that cause the generation of massive non-compostable waste such as the hundreds of thousands of recent plastic trash bins that were recently purchased by the City of St. Paul and caused hundreds of thousands of existing trash bins to be "trashed." Examples of practice-based evidence and evidence-based practices such as the allowing of citizens to not use plastic bins and to instead use paper bags, the allowing of opt-outs of the trash program and creative enforcement of trash programs that recognize and work with those reducing waste rather than against them. Education is missing that explains the connection between trash and pollution and emissions, etc. with recognition of how packaging and disposal contributes to burning garbage, water pollution, such as the massive plastic waste that is permanently with us and harmful to the earth and people and animals and WATER, etc.

What other feedback do you have?

In 1997 I had 6 feet of water in my basement. I did not live near the Mississippi. A plan to divert the water and the sewer plumbing that was installed should have diverted storm water to the Como Park Golf Course. It didn't work the way it was supposed to and instead ran off into neighborhood streets. Something floating in the water broke a basement window in my house. I was in the basement and, thank goodness, the cat and I were near the stairs so we were able to get upstairs OK. It was expensive to fix. The city did NOT help with expenses, even though I asked for help. I ended up selling that house to pay off the costs of fixing it after the flood damage. I was not in a flood zone so flood insurance was not suggested. However, flood insurance would not have covered my expenses.

Located in the basement: a photography dark room, a pottery studio, an office with computer, work room, and laundry.

Modify.

Page 8: To be consistent with the other strategies, the Transportation section should list high impact actions.

Page 16: Access to a vehicle. This page should not just list the percent of residents without access to a vehicle, but the percent of residents who do not have access to high frequency transit. Historically Metro Transit had such a map. The Met. Council may be able to provide this information.

Page 16 – Access to a vehicle. I would change this sentence to say “a city that “supports equity and car-free lifestyles, safe and convenient access to walking, bicycling, public transit and travel by vehicle.” will need to be consideration for how to move people without access to personal vehicles in times of emergency.

Page 17. Poor Air Quality Days. I would add something about risks from recreational fires. See <https://www.pca.state.mn.us/air/wood-smoke-and-your-health>

Page 19. Extreme Heat. Shouldn't high levels of impervious surface cover – roads, parking lots, buildings, also be listed as a contributor to extreme heat?

Page 20 - Flooding. Shouldn't flooding in neighborhoods and along commercial corridors also be mentioned? Heavy rainfalls that occur in a short period of time could contribute to damage to homes, businesses, and vehicles. Within the last ten years this did occur in south Mpls and Duluth.

Page 28-29. I would add the phrase dramatically reduce vehicle use in addition to “live car free. “

1) I believe every decision made by the City should be looked at through the lens of this plan. There should be a requirement for an environmental impact statement that takes into consideration the goals of this plan.

2) All educational materials should be provided in multiple languages.

3) It feels as if Xcel Energy has had too big a part in this plan. I believe and encourage the City to take more of a lead in planning our energy future. We, as a large customer of Xcel Energy, should be telling them what we want in terms of renewables and expecting them to find a way to do it. This is not the time for them to be buying and building fracked gas plants. At this rate, we'll still end up depending on fossil fuels past our 2050 goal. And no one is holding Xcel Energy accountable for this. The City of Saint Paul is in a position to do so, and should.

As the draft develops, added detail on the specific policies and programs that will enable the City to achieve its GHG reduction targets will be valuable to include. A discussion of these policies and programs with respect to their expected impacts on equity, cost, and carbon mitigation potential will be important to help the community understand the trade-offs of particular choices the City has to consider in meeting its aggressive GHG reduction goals.

All city taxpayers should receive a postcard with a QR code or other link to be able to access any draft plan.

See above

What about inspiring non-profit or even for-profit business development to implement these ideas. I have long thought about developing a non-profit that proactively approaches low income communities with all of the tools + funding resources to get solar on their roofs, and to upgrade the energy efficiency of their homes, buildings, and transit. A business incubator might be hugely helpful - and would align with other St. Paul tech incubator ideas.

Are there ways for residents to chip in? I would value the opportunity to try to help and would volunteer some of my time. I am particularly interested in residential heating (as mentioned above), solar, and bike infrastructure. And my priority for all of this is supporting lower income households.

Great background work and outlining of the City's position pertaining to climate change mitigation and adaptation.

I commend the City for taking on this important work. Climate change is the most important issue of our time, and it takes thorough, intentional, and ambitious thinking to address a challenge of this magnitude. It's my hope that the City will be as bold and ambitious as possible to meet this challenge, and will provide the necessary resources to carry out the plan in its entirety.

It would be cool to see how the art and creative community can be tapped as an ally and resource to move the ball forward.

As part of Hamline Church's social justice ministry and mission to be sanctuary for the city, the Green Team seeks to live out our sacred responsibility to God's creation by providing meaningful opportunities for our church and community to engage with, learn from, and care for God's creation. As Christians and as Methodists, we firmly believe that we are called to deeply love and mindfully steward all of God's creation. We believe we are called to respond to the challenge of climate change with hopeful and courageous actions--both locally in our own neighborhood, and in partnership with ecumenical, interfaith, and public environmental movements--to care for all of God's creation and all of God's children. We look forward to partnering with the city on the actions identified in the Climate Action & Resilience Plan, and we appreciate this opportunity to challenge the city to go even farther in taking bold and creative action to fight climate change and increase the city's resilience.

Hamline Church Green Team includes: Bill and JoEllen Ambrose, Tim Amstutz, Virginia Anderson, Jan Bajuniemi, Tom Beach, Craig Bowron, Barb Deming, Trudy Dunham, Barb and Al Edgar, Miriam Friesen, Monell and John Jakel, Rachel Joyeux, Diane Krueger, Barbara and Rolfe Leary, Dawn Perault, Amy Schultz, Karen Van Schyndel, Bob & Jacquie Sellers, and Shirley Wright,

Thanks for your attention to these points. We look forward to reading a revised plan with even more specificity, accountability, and grassroots participation!

If you'd like to meet, I'm consulting with several other cities on the intersection of food/climate and just applied for a Met Council project to include food systems GHG emissions in the tool they are developing for cities to measure GHG progress. Contact below!

Plant life needs 300 to 500ppm co2 to key word survive. Not thrive not produce food just survive. What are you people thinking. Read a biology book understand all ramifications before tampering with nature . Nuclear subs operate with co2 levels over 1000 ppm and greenhouses regularly add co2 to 800 ppm for plant growth . Co2 is a lagging indicator thank you very much

I do not have time to read the draft plan but I would like to urge city council members to consider repaving all bike lanes in St. Paul. Currently, most of the bike lanes and routes in the Merriam/Midway area near the Green Line have a lot of potholes which makes biking extremely less efficient and sometimes dangerous. This is something that could be addressed separately from the plan because it's badly needed now instead of later.

If we're going to encourage St. Paul residents to bike, walk, and take transit, we need to have adequate and safe infrastructure that implements this goal.

The electrification of homes is going to be nearly impossible and there is too much emphasis on this as a goal. Most properties do not have the electrical infrastructure to handle all-electric appliances. It is wildly cost prohibitive to expect homeowners to convert home and meet code compliance to achieve this goal.

Please visit the "Extreme Heat Map Tool" at the Metro Council website. It graphically shows the effects of our urban heat island. (Go to the Metro Council website and select "Data and Maps" from the top bar. Then select "maps" and you will find the Extreme Heat Map tool). Where there are trees clustered (urban forests) the difference is clear.

I fear that in our urgent quest for higher density in housing (to cut down on transportation pollution) we may be creating a greater heat island effect, not only due to the increased, focused clustering of human heating needs, electricity and cars, but by eliminating trees and green space to make way for hard surfaces that absorb heat and cause water run-off. This approach is short-sighted.

Great job, keep it up, and let's get to work.

I have read the plan and attended the first public forum. I generally support the plan, but don't see any mention of a CO2 audit function. It appears the plan has no 'teeth'. I see that the plan is to be reviewed in five years. According to the IPCC we have $12-1=11$ years to see results.

I would like to see the actual amount of CO2 in metric tons that Saint Paul will allow each year. The graph on page 45 is helpful, but not concise.

We need an auditing and corrective action plan. Corrective actions should be designed in advance of the audits. They should be enforced by all city agencies, including law enforcement. Each corrective action should include the math used to determine the reduction. Also, each corrective action should be designed to minimize negative effects on vulnerable individuals, the economy, and our collective quality of life. Failing to reduce emissions as set forth by the plan should not be an option.

Here is an example of a plan:

The following calculation attempts to determine what would happen if Saint Paul were to ban private automobiles for a day in downtown Saint Paul. (I have no desire to make life difficult for folks who live, visit, and work downtown.)

Given:

<https://www.stpaul.gov/departments/mayors-office/2016-budget-address/parking-fact-sheet>

In 2015, downtown stakeholders came together to talk about parking. The goal was to support all other efforts to create a vibrant and thriving downtown, with a mix of daytime and evening uses.

Overall: The hyperlinks in the report do not work as available in this draft.

Overall: Provide an index with just the action steps the City is taking to achieve these different initiatives (I noticed some "key initiatives" crossed multiple sectors") with an anticipated completion date, contribution to carbon reductions assumed, and which part of City government or other is tasked with the project.

Page 7: The key for the graph of Saint Paul's 2050 reduction scenario is too small to read.

Page 25: First bullet under Emergency Preparedness: Not sure if that "Maintain" is meant to start a new built or accidentally capitalized

Page 48: A key initiative refers to 4D, but the report doesn't explain what that is and the hyperlink to the Minneapolis initiative doesn't work

I hope this feedback is helpful.

A big concern is too much reliance on Xcel energy's plan which includes additional infrastructure to support using fracked gas. Fracking IS VERY BAD for our planet and our local community! There are much better options and we need to do everything we can to influence them to truly implement a clean energy plan. St. Paul needs to take leadership in this not go along with a plan that does not truly have the public's best interest at heart.

Let's make a REAL plan for energy democracy. We need to reconsider our relationship with Xcel. A Climate Action and Resilience Plan that relies entirely on a corporate monopoly whose main objective is to MAKE MONEY is not a good partner for radically transforming our energy future. Let's get creative.

I think while our goal is correct and noble, we need to go back to the board with HOW we will reach that goal as quickly as possible. If we want to achieve our goals we need to be a leader looking to bold solutions instead of just going along with the plan Xcel gives to us.

Give more time to get word out to more people. Seems like Minneapolis has created a plan and what could we learn from them.. Could we be on a similar plane as we are one metro area.

Be real. This Powerpoint fantasy has no basis--and will result in no real policy--in the real world.

Less impressive graphics and documents and more real talk and action.

St. Paul should allow and encourage urban farming. More space for community gardens, small loans to aid in starting community gardens, allowing chickens, quail, rabbits, and goats in backyards, encouraging individual gardens. Local food significantly reduces travel emissions. Food grown in my yard is food I do not need shipped from California.

Additionally, garden share, farm share and co-op programs should be incentivized and encouraged by the city. Help local farms keep their food local.

- 1) Were residents surveyed on this initiative, or other priorities before it was developed?
- 2) St. Paul is already considered very bike friendly and residents have favorable access to green spaces - a livable City - will this initiative be an incentive to attract tax paying businesses/local employment and new residents at all economic levels considering the likely further increases in taxes to pay for it?
- 3) Do residents support expanding infrastructure when we seem to struggle with effectively maintaining the current?
- 4) Practically speaking, the lower density in St. Paul requires a car for the vast majority of residents and will for many generations. While a move toward electric vehicles is gaining, there is little incentive for the auto industry or oil companies to transition quickly. What has been missing has been the dynamic political leadership to push the federal government to implement a "Manhattan Project" to have NASA develop an alternative, non- carbon transportation fuel in five years, for example - the quickest and most significant way to achieve the goals described.
- 5) Many of the components of the plan are hoped to try and help our vulnerable populations,, which needs to be addressed and supported by all citizens, especially since the majority of the taxpaying residents will be absorbing the costs. So a clear way to measure projected costs, who and how many benefit would be appreciated. With MnLars, and the school overruns, increased costs of the trash for many, etc., citizens have lost confidence in governmental unit projections.
- 6) The challenge for all St. Paul initiatives, is not to place St. Paul at a disadvantage to attract and keep business and residents. Many seem to be issues that are metro wide or State challenges - and require dynamic local political leadership to engage those groups in solving problems.

What opportunities exist for individual investment in SP climate? E.g., There are many boomer and gen x retirement accounts that could fund solar or energy improvements with an investment return. Are there any creative programs to model? Is it possible to set up a pooled fund in a local foundation? The energy cost savings for residential installation could be shared by investors and residents, reducing the burden for low income households.

The 94 corridor offers extraordinary opportunity for solar or wind generation. Leadership at the city level should advance this discussion.

How can we promote more human powered utility transportation?
<https://bicyclecoalition.org/wash-cycle-laundry-story/>

Teardown housing development needs more oversight and controls for energy efficiency.

Trees! Trees! Trees! Can Tree Trust expand to SP? We need more excitement about trees. What about a tree top park with zip lines and a ropes course somewhere in the city, with educational enviro points along the way? And there used to be a way to purchase a commemorative tree through Friends of Parks & Trails SP/Ramsey County that was in a designated location. Now a map for location of the tree costs an additional \$400. A Circle of Life Park would be a great way for SP residents to make a place of remembrance for a loved one, esp when so many of us cannot celebrate birth, death, weddings with family far away.

We need a required interdisciplinary course for all high school students -- climate science, economics, psychology, etc. The change we seek will be carried by 17-yr olds.

How will we measure conditions and changes that speak to all of us everyday? Electronic air quality indicator displays like street speed displays?

You are wrong to state that Xcel has "committed" to zero carbon electricity by 2050. They called this an "aspirational" goal. In other words a dream packed with numerous "ifs."

Only Xcel has meaningful co2 impact in this plana and even that is dubious given the global scale of this issue. No ne will ever notice a climate change base in the outlined actions of the city -apart from Xcel.

The city should abolish the ill conceived office of "climate/resilience." What a waste of money!

I submitted several pages of feedback to Russ Stark via email. I hope he got it and will get it into the process for updating the draft plan.

Some of the expected knowledge and coded language is inaccessible for some audiences who have a stake in this plan.

Get refrigeration condenser coil cleaning initiatives going ASAP with emphasis on foodservice and healthcare units.

Email me and I'll share our plan of action which covers both the residential and non-residential sectors.

I like my low-lying neighborhood with character. As the city pushes towards density, I would greatly appreciate consideration for the value the lawns and charming architecture provide the city.

It feels like we've had many smaller plans over the years with similar goals, and then they disappear. Please consider finding a way to make this plan, its implementation strategies, its targets, and regular annual reports, all easy to find and track over time. It should serve as a platform for every conversation about sustainability and resiliency. Every city policy should reference it, and indicate how it will address one or more of the targets. We should try to collect historical data for all of the targets and publish them as the baseline that we're starting from, and we should track annual progress against those targets. We shouldn't have to wait until 2030 find out how we're doing, and we shouldn't have to go to a city council meeting or dig deep into Legistar archives to find out what's going on. Thank you.

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City Services right now are poor in execution. Please focus on delivering best in class service for what the city is already doing.

Messaging. An initiative that promotes the notion we're all in this together and every little attempt helps. Billboards and signs outside government buildings, including schools, saying "please don't idle your cars." Spark awareness. Don't fear inevitable accusations that it's propaganda. Have courage of convictions.
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This plan is overreaching, dogmatic, and relies on a few people's visions. I can't believe the city is actually telling people to eat a plant-based diet!. We have many meat-based industries and restaurants! I feel like this plan will kill commerce and people will just go Elsewhere with their businesses and patronage. The key to a resilient and vibrant city is free commerce and lack of heavy big brother intervention.

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Fix the climate surrounding the Organized Garbage Program.
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There is a need City-wide to not only ask for input, but to then integrate and share that input from citizens and to take it seriously as part of the representative voice that informs policy. I have observed the City asking for input, but there is an apparent lack of processes for then integrating that input so that problems are prevented such as those now faced with the garbage program...due to repeated failures on the lack of willingness of the City Council to work with citizens bringing up important concerns. Don't make the same mistake the City Council continues to make - Whenever asking for input, value it and engage it and consider it and incorporate it as much as possible, create plans with time and room to make changes and the intent to learn and continue to adapt the plan with information from lessons learned (again unlike the terrible trash program that refuses to adapt or learn). Make the plan a living document that will continue to be updated with new scientific knowledge and new evidence-based practice and practice-based evidence. Work with a professional in Organizational Development and Evaluation to create a living plan and process.

The maps of residential gas and electric usage by census tract (draft plan p. 34) mainly reflect the variation in the total population of census tracts -- see the first map in this document:
https://www.stpaul.gov/DocumentCenter/Government/Planning%20&%20Economic%20Development/Maps%20and%20Data/Maps/All_Census_maps_tracts.PDF

If you want to show variation in use across the city that reflects things like "the mix of housing stock (i.e. age and size of homes), previous energy efficiency investments, household size, and the types of energy use activities within a home (draft plan p. 33), you should probably use maps that normalize the data according to the number of households per tract or the population per tract.

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