

COS-18



# CITY OF SOLANA BEACH

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Ms. Mary Nichols  
Chair, California Air Resources Board  
P.O. Box 2815  
Sacramento, CA 95812

August 15, 2008

***RE: These are the comments I made at today's Scoping Plan Workshop...for your consideration***

My name is Lesa Heebner and I am a councilmember from the City of Solana Beach. I have 2 points I'd like to make: #1 - One size does not fit all cities; and, #2 - Half a solution is not a solution at all.

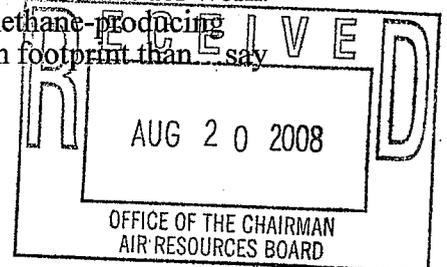
By way of context, in 2007 when I was Mayor, I signed the Mayors Climate Protection Agreement for our council and residents. Since then, we - our residents and the Council, as well as our excellent Staff - have been actively, seriously and diligently engaged in implementing the steps of the Agreement. We embrace the goals of AB32, believe that global warming is real and we are PART of the solution.

To that end, we have:

- Implemented automated trash and single stream recycling curbside pickup;
- Partnered with *Trex Inc.* to recycle our residents' plastic bags into their wood-like product;
- Banned plastic bag encased advertisement;
- Installed recycling containers at all city parks and beaches;
- Adopted a Construction and Demolition Debris Recycling Ordinance;
- Used Rubberized Asphalt Concrete, a recycled tire product, wherever we can on our roads;
- Endeavored to develop green building and solar incentive programs, coming to Council this October;
- Continued to work through our ICLEI membership to evaluate our baseline emissions inventory;
- Initiated the development of a green purchasing policy and a Climate Action Plan
- And more...

For as much as we do, we are a small city and can only do so much.

Solana Beach does not have industry, so we're not a source of that type of pollution. We do not have a large employer like General Dynamics or Qualcomm, so very few drive here for work. Our city does not have a municipal fleet of cars and does not have any methane-producing material to mine. Consequently, we most certainly have a smaller carbon footprint than say Los Angeles, San Francisco, or even downtown San Diego.



We are a small (4 square miles or approximately 2,500 acres) beach city that evolved into a laid-back, eclectic mix of homes and small businesses that cater to our residents and draw some visitors. **Our very existence as a city is supported by this draw due to our coastal location and beachside character.**

I might also add two other points of interest. We have a train station in our small town AND we have met our Regional Housing Needs (RHNA) numbers for this cycle. We ARE doing our part to deal with the state housing crisis.

I have described our city because I am very concerned. Please, whatever you come up with as your standards and recommendations, please do not take a 'one size fits all' approach. Please do not put us in the same category as Los Angeles, San Francisco, or even downtown San Diego. We are not even slightly comparable in any category you could choose to evaluate these cities.

Second point: As I said, we have a train station in our town—serving both commuter rail and Amtrak passenger trains. It has adjacent property that is zoned 20 DU/acre and we'd like an *appropriate* development there compatible with that density. We're fine with it as long as it fits our community character and does not overwhelm us with negative impacts. **BUT**, please keep in mind that our commuter train runs only once per hour at peak times and once every three hours non-peak, with no nighttime or Sunday service.

To put even more density there without **frequent and permanently funded** transit is not a solution to our GHG problem. It is *half* of the equation that would add up to part of the solution. To densify without alternative, funded transportation in place would add a lot of people to a small area with little ability to transport themselves anywhere except in their cars...more cars than would ordinarily be there, jammed in traffic, idling, spewing emissions because they can't get to work, to the grocery store, take their kids to school, the dentist or ballet in any other way than in their cars.

Is there a link between land use and transportation that could answer some of our GHG woes? **YES!** But the transportation— **frequent and permanently funded** —must come first! Density alone will not curb emissions!

And again, please consider that cities are not all the same, nor do we want to be. I don't think any of us has the goal of homogenizing each of us into one sort of city, one sort of lifestyle experience. Further, please consider that not all cities with train stations are Paris; some are countryside ... or beachside ... destinations.

In conclusion, Solana Beach is active and serious about reducing our carbon footprint in the ways that we can (please keep our current efforts in mind when it comes time to start measuring). We are willing to stretch and take density from appropriate development, and I bet other small cities are too ... as long as it does not destroy our character, does not homogenize our cities, and there is **frequent and permanently funded** transit at site to absorb the commuters that come with it.

Thank you for your consideration.

Sincerely,



Lesa Heebner  
Councilmember, City of Solana Beach

cc: Each member of the California Air Resources Board  
Climate Plan