

---

**TO: PLANNING COMMISSION**

**FROM: BRUCE BUCKINGHAM, COMMUNITY DEVELOPMENT DIRECTOR  
CASSANDRA SHEPARD, PLANNING TECHNICIAN**

**SUBJECT: RECONSIDERATION OF RECOMMENDED GREENHOUSE GAS (GHG)  
REDUCTION MEASURES TO BE INCLUDED IN THE DRAFT CLIMATE ACTION  
PLAN (CAP)**

---

**BACKGROUND**

On February 20, 2013, the Planning Commission held a Study Session to discuss greenhouse gas (GHG) reduction measures to be included in the draft Climate Action Plan (CAP) and receive public comments (reference Attachment 1 which also provides additional background information). The original Targeted Reduction from CAP Measures prepared by Rincon Consultants was 10,186 MT CO<sub>2</sub>e (Metric Tons of Carbon Dioxide Equivalent). However, assumptions regarding the number of jobs in Grover Beach were incorrect and Rincon was in the process of verifying the correct number of jobs. The preliminary Total Reduction from Selected Toolbox Measures (i.e. GHG reduction measures) provided by staff was 3,662 MT CO<sub>2</sub>e.

On March 12, 2013, the Planning Commission held a second public meeting to further discuss the GHG reduction measures and consider making a recommendation to the City Council (reference Attachment 2 staff report & Attachment 3 meeting minutes). At the meeting, the Commission was provided with responses to questions regarding specific GHG reduction measures and revised job estimates as follows:

| Year | Previous Job Estimate | Revised Job Estimate |
|------|-----------------------|----------------------|
| 2005 | 3,160                 | 2,972                |
| 2020 | 6,800                 | 3,550                |

The reduced number of jobs caused a significant reduction in commercial energy consumption, which resulted in a substantial reduction to the City's target reduction from 10,186 MT CO<sub>2</sub>e to 5,736 MT CO<sub>2</sub>e. The Commission also selected additional GHG reduction measures, which increased the Total Reduction from the Selected Toolbox Measures to 4,781 MT CO<sub>2</sub>e from 3,662 MT CO<sub>2</sub>e. Consequently, the Planning Commission recommended that the City Council include the GHG reduction measures that would reduce GHG emissions by 4,781 MT CO<sub>2</sub>e, which did not meet the targeted reduction of 5,736 MT CO<sub>2</sub>e. However, the Commission noted that while they were in favor of endorsing the overall concept of the GHG reduction measures to be included in the draft Climate Action Plan, they expressed concerns regarding inaccuracies and/or inconsistencies with the data and calculations.

---

Please Review for the Possibility of a Potential Conflict of Interest:

- None Identified by Staff
- Laferriere                       Alex                       Long
- Blum                                       Rodman

**DISCUSSION**

Following the March 12, 2013 Planning Commission meeting, Rincon Consultants directed Fehr & Peers ( the traffic consultant) to update the traffic model to reflect the reduced vehicle miles traveled (i.e., reduced transportation emissions) as a result of the reduced number of jobs. This resulted in a slight reduction in the Targeted Reduction from CAP Measures to 5,715 MT CO<sub>2</sub>e from 5,736 MT CO<sub>2</sub>e. The reduced vehicle miles traveled also affected some of the GHG reductions for the other Transportation and Land Use measures.

In addition, Rincon and Fehr & Peers requested more data from the City on the percentage of future development within 0.25 miles of public transit routes. Staff provided information that indicated the vast majority of future development will be in close proximity to public transit. Consequently, future residents and employees will have the option of using public transit, which would reduce transportation emissions. As a result, the Transportation and Land Use measure "Incentives for Infill, Mixed-Use, and Transit Oriented Development" (Tab 5j) was recalculated and resulted in a significant increase in GHG reduction from 407 MT CO<sub>2</sub>e to 1,790 MT CO<sub>2</sub>e.

Furthermore, Rincon revised the formulas for the two Off-Road GHG reduction measures (tab 6a & 6b) which significantly increased the GHG reductions. The cumulative result of these GHG reduction revisions was a significant increase in the GHG reductions based on the measures previously selected by the Commission. Therefore, the City would now exceed the Target Reduction from CAP Measures of 5,715 MT CO<sub>2</sub>e.

Based on these changes, staff thought it would be appropriate for the Planning Commission to reconsider its previous recommendation. This also provided an opportunity for staff to further analyze the previous assumptions of a few GHG reduction measures and also consider the time and resources it will take to implement some of the selected GHG reduction measures.

Therefore, staff has re-evaluated the measures previously selected by the Commission and is recommending the following revisions which would bring the Total Reduction from Selected Toolbox Measures to 5,721 MT CO<sub>2</sub>e, thus exceeding the Targeted Reduction of 5,715 MT CO<sub>2</sub>e.

**Measure Name:** Energy Audit and Retrofit Program (tab 4b in the toolbox)  
**Category:** Energy  
**Measure Description:** Collaborate with San Luis Obispo County Energy Watch, local utility providers, local businesses and organizations to develop and promote a residential and commercial educational energy audit program with direct installation of no- and low-cost measures, leveraging existing rebates.  
**GHG Reduction:** Revised to 248 MT CO<sub>2</sub>e; Previously 980 MT CO<sub>2</sub>e  
**Adjustment:** Remains selected. Staff has reconsidered the assumptions for 700 residences and 350 businesses that would have energy audits. Staff recommends the number of energy audits be reduced to 350 residences and 50 businesses. This would reduce the GHG reduction to 248 MT CO<sub>2</sub>e from 980 MT CO<sub>2</sub>e.

**Measure Name:** Incentives for Exceeding Title 24 Building Energy Efficiency Standards (tab 4e in the toolbox)  
**Category:** Energy  
**Measure Description:** Provide incentives (e.g., priority permitting, reduced permit fees, etc.) for new development and/or major remodels that voluntarily exceed State energy efficiency standards by an identified percentage.

GHG Reduction: 23 MT CO<sub>2</sub>e  
 Adjustment: Previously selected; Staff now recommends removal. The California Building Code updates continue to increase energy efficiency standards, which makes it more difficult to exceed the requirements of Title 24. This measure would also require staff time and resources to adopt an implementing policy/ordinance.

**Measure Name:** **Small Solar Photovoltaic (PV) Incentive Program** (tab 4g in the toolbox)

Category: Energy

Measure Description: Facilitate the voluntary installation of small solar PV systems and solar hot water heaters in the community through expanded promotion of existing financial incentives, rebates, and financing programs, and by helping the average resident and business overcome common regulatory barriers and upfront capital costs.

GHG Reduction: Revised to 234 MT CO<sub>2</sub>e; Previously 328 MT CO<sub>2</sub>e

Adjustment: Remains selected. Staff has revised the assumptions for commercial solar systems from 25 to 14. This would reduce the GHG reduction to 234 MT CO<sub>2</sub>e from 328 MT CO<sub>2</sub>e.

**Measure Name:** **Municipal Energy Efficiency Retrofits and Upgrades** (tab 4j in the toolbox)

Category: Energy

Measure Description: Establish a target to reduce municipal energy use by a certain percent by 2020 and implement cost-effective improvements and upgrades to achieve that target.

GHG Reduction: 3 MT CO<sub>2</sub>e

Adjustment: Previously selected; Staff now recommends removal. The City has already undergone significant energy efficiency upgrades and will continue to implement energy savings when feasible. This measure would require staff time and resources to adopt an implementing policy/ordinance and have a very minimal effect on GHG reduction.

**Measure Name:** **Energy Efficiency Requirements for New Municipal Buildings** (tab 4l in the toolbox)

Category: Energy

Measure Description: Adopt a policy to exceed minimum Title 24 Building Energy Efficiency Standards by a certain percentage for the construction of new City buildings and facilities.

GHG Reduction: 1 MT CO<sub>2</sub>e

Adjustment: Previously selected; Staff now recommends removal. The City is unlikely to construct new City buildings by 2020. This measure would have a very minimal effect on GHG reduction.

**Measure Name:** **Renewable Energy System on City Property** (tab 4m in the toolbox)

Category: Energy

Measure Description: The City would pursue municipally-owned renewable energy generation facilities.

GHG Reduction: 27 MT CO<sub>2</sub>e

Adjustment: Previously selected; Staff now recommends removal. This does not preclude the City from pursuing renewable energy facilities; it just eliminates the requirement to diligently pursue/track grant opportunities.

**Measure Name:** **Employer-Based Transportation Demand Management (TDM) Program** (tab 5e in the toolbox)

Category: Transportation and Land Use

Measure Description: Require through a new City ordinance that employers with 25 or more employees develop a TDM program that provides encouragement, incentives, and support for employees to reduce their single occupancy vehicle trips. Some examples of resources and incentives include telecommuting, alternative scheduling (e.g., 9/80 or 4/40 work schedules), rideshare matching, and walking, cycling and transit incentives.

GHG Reduction: 27 MT CO<sub>2</sub>e

Adjustment: Previously selected; Staff now recommends removal. The City has very few employers with 25 or more employees, therefore the actual participation is likely to be low. This measure would also require staff time and resources to adopt an implementing policy/ordinance. Measure 5f Transportation Demand Management (TDM) Program is voluntary and would take less time to implement.

**Measure Name:** **Parking Supply Management** (tab 5g in the toolbox)

Category: Transportation and Land Use

Measure Description: Amend the Municipal Code to reduce parking requirements in areas such as the downtown where a variety of uses and services are planned in close proximity to each other and to transit.

GHG Reduction: Revised to 56 MT CO<sub>2</sub>e; Previously 294 MT CO<sub>2</sub>e

Adjustment: Remains Selected; Staff has reconsidered the amount of parking reductions that would realistically occur as a result of a parking code amendment. The current code already allows significant reductions for mixed use, off-peak hours and transit routes. Therefore, staff has revised the assumptions which reduced the GHG reduction to 56 MT CO<sub>2</sub>e from 294 MT CO<sub>2</sub>e.

**Measure Name:** **Electric Vehicle Network and Alternative Fueling Stations** (tab 5i in the toolbox)

Category: Transportation and Land Use

Measure Description: Facilitate the expanded use of alternative fuel vehicles and fueling infrastructure by streamlining permitting processes and promoting existing financial incentives.

GHG Reduction: Revised to 364 MT CO<sub>2</sub>e; Previously 736 MT CO<sub>2</sub>e

Adjustment: Remains Selected; Rincon clarified that this measure is an estimate of the percent of new electric vehicles purchased by Grover Beach residents. The previous assumption was 6% and the current State average is about 3%. Therefore, staff recommends using 3%. Based on this revised assumption, the GHG reduction is revised to 364 MT CO<sub>2</sub>e from 736 MT CO<sub>2</sub>e.

**Measure Name:** **Transportation Demand Management (TDM) Program for Municipal Employees** (tab 5l in the toolbox)

Category: Transportation and Land Use

**Measure Description:** The City would implement a Transportation Demand Management (TDM) program for its own employees. Reduced single-occupant vehicle commuting would reduce GHG emissions.

**GHG Reduction:** 28 MT CO<sub>2</sub>e

**Adjustment:** Previously selected; Staff now recommends removal. Based on the small number of City employees who commute more than a few miles, the GHG reduction would be significantly less than the previously estimated 28 MT CO<sub>2</sub>e. This measure would also require staff time and resources to adopt an implementing policy/ordinance.

**Measure Name:** **Construction Equipment Techniques** (tab 6a in the toolbox)

**Category:** Off-Road

**Measure Description:** Reduce GHG emissions from construction equipment by requiring various actions as appropriate to the construction project.

**GHG Reduction:** 1,755 MT CO<sub>2</sub>e

**Adjustment:** Previously not selected; Staff now recommends approval. The calculation for this measure was revised by Rincon which significantly increased the GHG reduction from 18 MT CO<sub>2</sub>e to 1,755 MT CO<sub>2</sub>e by reducing the idling time of construction equipment from five minutes to three minutes. Staff can implement this by adding a condition of approval to projects, noting on construction plans, and discussing at pre-construction meetings.

**Measure Name:** **Equipment Upgrades, Retrofits, and Replacements** (tab 6b in the toolbox)

**Category:** Off-Road

**Measure Description:** The City would support the APCD programs that fund equipment upgrades, retrofits, and replacement through the Carl Moyer heavy-duty vehicle and equipment program or other funding mechanisms.

**GHG Reduction:** Revised to 49 MT CO<sub>2</sub>e; Previously 23 MT CO<sub>2</sub>e

**Adjustment:** Remains selected; The calculation for this measure was revised by Rincon which increased the amount of GHG reduction. In addition, staff has reconsidered the assumption of 10% off-road electric and 15% off-road alternative fuel equipment based on feasibility and the limited availability. Therefore, staff is recommending the assumptions be reduced to 1%. The combination of the revised calculation and the more conservative assumption would increase the GHG reduction from 23 MT CO<sub>2</sub>e to 49 MT CO<sub>2</sub>e for a net increase of 26 MT CO<sub>2</sub>e. This is a voluntary program and would not take a significant amount of staff time to implement.

### Conclusion

As a result of adjusting the above measures as recommended by staff, the total reduction in GHG emissions would be 5,721 MT CO<sub>2</sub>e (reference Attachment 4). This exceeds the Target of 5,715 MT CO<sub>2</sub>e by 6 MT CO<sub>2</sub>e. The Commission may consider making additional changes to the proposed GHG reduction measures.

**ALTERNATIVES**

The Planning Commission has the following alternatives to consider:

1. Review the potential GHG reduction measures, receive public comments, and recommend to the City Council that the greenhouse gas reduction measures in Attachment 4 be included in the draft Climate Action Plan;
2. Provide alternative direction to staff.

**RECOMMENDATION**

Staff recommends that the Planning Commission recommend to the City Council that the greenhouse gas reduction measures in Attachment 4 be included in the draft Climate Action Plan.

**PUBLIC NOTIFICATION**

The agenda was posted in accordance with the Brown Act.

**ATTACHMENTS**

1. February 20, 2013 Planning Commission Staff Report without attachments
2. March 12, 2013 Planning Commission Staff Report without attachments
3. Excerpt of March 12, 2013 Planning Commission Minutes
4. Updated Summary of GHG Target and Measure Reductions

**CITY OF GROVER BEACH  
PLANNING COMMISSION AGENDA REPORT**

**DATE: FEBRUARY 20, 2013  
ITEM #: \_\_\_\_\_**

**TO: PLANNING COMMISSION**

**FROM: BRUCE BUCKINGHAM, COMMUNITY DEVELOPMENT DIRECTOR  
CASSANDRA SHEPARD, PLANNING TECHNICIAN**

**SUBJECT: STUDY SESSION TO DISCUSS GREENHOUSE GAS REDUCTION MEASURES  
TO BE INCLUDED IN THE DRAFT CLIMATE ACTION PLAN**

**BACKGROUND**

In November 2011, a \$405,018 grant was made available through PG&E, Southern California Gas and the San Luis Obispo Air Pollution Control District (APCD) for the Cities of Paso Robles, Arroyo Grande, Atascadero, Morro Bay, Pismo Beach and Grover Beach to collaborate on preparing individual Climate Action Plans. The project is known as the "San Luis Obispo County Regional Greenhouse Gas Reduction Plan." In February 2012, the City Council agreed to be part of the grant and move forward with the preparation of a Climate Action Plan.

The City of Grover Beach is currently working with the APCD, Rincon Consultants (hired by the APCD to prepare the Climate Action Plans), and the other five cities to develop a "toolbox" of measures to reduce greenhouse gases (GHG) in compliance with California State Assembly Bill 32 (AB 32). Through this grant funded process, a Climate Action Plan (CAP) will be developed for each of the participating cities. Grover Beach's individual Climate Action Plan will be presented to the City Council at the end of the process for consideration of adoption.

In November 2012, Rincon Consultants released the toolbox of potential greenhouse gas (GHG) reduction measures. The next step is for each City to choose which measures they would like to see in their Climate Action Plan. Rincon Consultants will use the measures chosen by the City to prepare a draft Climate Action Plan document. The Planning Commission and City Council will hold public hearings to consider adoption of the draft Climate Action Plan in June and/or July of 2013.

The purpose of the Study Session is to have staff provide a presentation on the GHG reduction measures, receive public comments, and have the Commission review and discuss the potential GHG reduction measures. No action will be taken by the Commission.

**DISCUSSION**

What is a Climate Action Plan?

"Climate Action Plans" or "Greenhouse Gas Reduction Plans" are policy documents intended to reduce greenhouse gas emissions, improve energy efficiency and integrate sustainability into municipal and community-wide planning and operations. In order to comply with California State Assembly Bill 32, the City must reduce greenhouse gas emissions to 1990 levels (an

Please Review for the Possibility of a Potential Conflict of Interest:

None Identified by Staff

Laferriere

Alex

Long

Blum

Rodman

estimated 15% reduction from today's levels) by the year 2020. A Climate Action Plan lays out how the City intends to reach that target.

Similar to a General Plan, a Climate Action Plan is a policy document with goals and a work plan which are intended to be implemented over time. Most action measures identified in the Climate Action Plan do not all go into effect immediately; programs take time to be implemented and may require adoption of ordinances or policies prior to seeing any actual changes take place.

#### Why Does Grover Beach Need a Climate Action Plan?

The adoption of a Climate Action Plan will allow the City to demonstrate compliance with AB 32 and the State requirements for addressing greenhouse gasses. Greenhouse gas emissions are now a mandatory element of any CEQA analysis, and therefore must be considered in all CEQA documents the City completes. In addition, Land Use Element Goal LU-27 adopted by the Council indicates that the City shall adopt a Climate Action Plan (reference Attachment 1). Having an adopted Climate Action Plan allows the City to utilize streamlining procedures for projects in the environmental review process. If a project is consistent with an adopted Climate Action Plan, the project is considered to not have a significant impact on GHG emissions.

However, if the City elected not to address greenhouse gas emissions, the City could be vulnerable to litigation and could jeopardize future projects and development in the City. The City would not be able to demonstrate it is comprehensively mitigating greenhouse gas emissions consistent with AB 32 and Senate Bill 97. The risk would be similar to not having an adopted Housing Element. CEQA documents on future development projects would be left open to litigation, and the City could become a target for the Attorney General or other commenting agencies through CEQA.

Therefore, while it is ultimately each local city's decision whether or not to adopt the Climate Action Plan; it is in the City's best interest to work towards creating a Climate Action Plan in order to show that efforts have been made to address greenhouse gas emissions and climate change. However, the City will need to consider whether to adopt some of the greenhouse gases measures which could have more of a cost burden on residents, business owners, or the City.

#### Reduction Goals: Updated GHG Inventory & Gap Analysis

In November 2012, the Rincon Consultants completed the City's Gap Analysis and Target Refinement (reference Attachment 2). ***Since then, Rincon Consultants has determined that some of the assumptions that were input into the model may have led to overstating the 2020 GHG reduction targets.*** However, in order to understand how the quantities were derived, staff will use the amounts provided in the November 2012 Gap Analysis for illustration purposes.

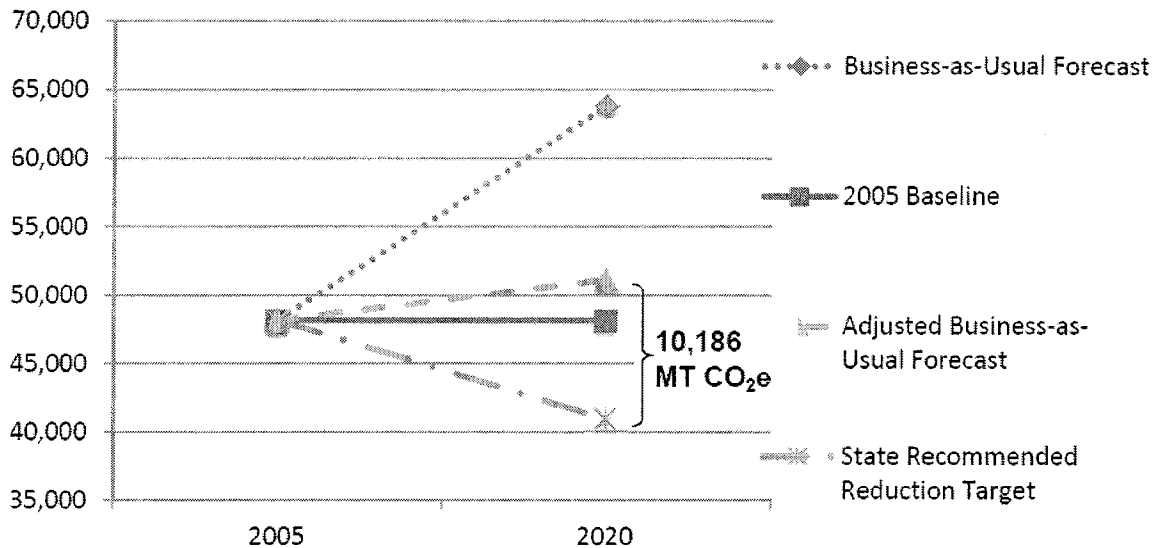
The GHG Inventory identifies the City's 2005 baseline greenhouse gas (GHG) emissions level at 48,169 "Metric Tons of Carbon Dioxide Equivalent," or "MT CO<sub>2</sub>e". "Business-as-usual" forecast was adjusted to 63,829 metric tons CO<sub>2</sub>e by 2020. The City's Gap Analysis identifies a reduction target of 15% below 2005 levels by 2020, which is consistent with State recommended targets. This gives Grover Beach an allowable emissions target of 40,944 MT CO<sub>2</sub>e by 2020.

Based on the reductions from State Measures already implemented, as well as Local Measures the City has completed to date, Grover Beach's 2020 Adjusted Business-as-Usual Forecast is



51,130 MT CO<sub>2</sub>e. Therefore, the remaining gap necessary to meet the 2020 reduction target is 10,186 MT CO<sub>2</sub>e.

### Grover Beach's 2020 GHG Emissions Forecast and Reduction Target



### Summary of Reductions from State and Local Measures and 2020 GHG Emissions

|  | GHG Emissions (MT CO <sub>2</sub> e) |
|--|--------------------------------------|
| 2020 Business-as-Usual Forecast                      | 63,829                               |
| 2020 Reduction from State Measures                   | -12,106                              |
| 2020 Reduction from Local Measures                   | -593                                 |
| <b>Total Reduction from State and Local Measures</b> | <b>-12,699</b>                       |
| <b>2020 Adjusted Business-as-Usual Forecast</b>      | <b>51,130</b>                        |

### Grover Beach's GHG Emissions, Target, and Reduction Necessary to Meet Target

|  | GHG Emissions (MT CO <sub>2</sub> e) |
|--|--------------------------------------|
| 2005 Baseline Emissions                            | 48,169                               |
| 2020 Adjusted Business-as-Usual Forecast           | 51,130                               |
| Target (15% below 2005 levels by 2020)             | 40,944                               |
| <b>Remaining Gap Necessary to Meet 2020 Target</b> | <b>10,186</b>                        |

#### The Toolbox

In November 2012, Rincon Consultants released the model "toolbox" or list of potential action measures designed to reduce greenhouse gas emissions. There are a total of 36 potential

measures, and each measure has several actions which can be chosen or left out as part of that overall measure. The reduction measures are under the following categories:

- energy efficiency and conservation
- renewable energy
- transportation
- land use
- solid waste reduction
- water and wastewater efficiencies
- off road vehicles
- trees & open space.

The toolbox is structured as a series of intricate Excel spreadsheet which are preprogrammed with population and land use data about the City. The Excel document automatically calculates reduction potential of measures so that the user can see what the reduction potential of each measure can be. The toolbox includes the list of measures, optional actions and variables, calculations for the GHG reduction potential. Detailed variables and assumptions can be modified to estimate how many people might participate in the action, and what type of energy saving it might get. Associated costs and possible co-benefits for each measure are also identified. This detailed analysis is intended to provide the public and the decision makers the information needed to determine if a toolbox reduction measure is suitable for their community. A complete copy of the GHG Toolbox is available at [www.CentralCoastGHGPlanning.com](http://www.CentralCoastGHGPlanning.com).

The measures can be voluntary, such as those that are focused on education, encouragement, and incentives. They can also be mandatory, where the City commits to specific actions for municipal operations and implements codes and ordinances that require specific activities by the community. There is greater control and surety with implementation of mandatory measures. However not all measures lend themselves to be mandatory since issues such as funding and collaboration may be beyond the City's control and/or it might not be acceptable.

Some measures in the toolbox will have a large impact on GHG reduction, and some will be very minimal. Mandatory measures (i.e., adopted ordinances) typically have more reduction potential than optional measures (i.e., incentive programs). However, whether or not to make something mandatory is completely up to the individual city. There are no measures which must be included in Grover Beach's Climate Action Plan. The City can pick and choose which measures work, and can omit measures that are not favorable. The key with this process of evaluating the toolbox is to find a combination of measures that the City feels comfortable with, and can meet the 2020 reduction target.

Staff has reviewed the possible GHG reduction measures and has selected the measures that are consistent with the policies and implementation measures contained in Land Use Element Goal LU-27. In addition, staff has also incorporated most of the voluntary measures that would have little to no cost to the City, its residents and businesses. The summary of all 36 potential GHG reduction measures and the draft selected measures is provided as Attachment 3. Staff will have the Excel spreadsheet functioning so that potential changes can be made to determine the increase and/or decrease in GHG emissions for each possible measure.

#### Conclusion

This is a study session and no action will take place. The purpose is to allow the Planning Commission and public to become familiar with the Gap Analysis and the potential measures to

reduce GHG. When the City receives the revised GHG calculations with the actual target reduction of MT CO<sub>2</sub>e, staff will return to the Commission. At that time, the Commission will make a recommendation to City Council regarding which measures should be included in the draft Climate Action Plan.

The City Council will then hold a meeting to discuss the Commission's recommendation on the potential GHG reduction measures before the consultant would be given direction to prepare the draft Climate Action Plan. When the draft Climate Action Plan is completed, public hearings will be held by the Planning Commission and the City Council to consider adoption in June and/or July 2013.

If the Commission or any member of the public has any questions about the measures in the toolbox, please contact City staff and we will complete additional research on specific measures as needed. Additional information regarding the Central Coast Greenhouse Gas Reduction Planning or the development of a local Climate Action Plan can be located at the project website ([www.CentralCoastGHGPlanning.com](http://www.CentralCoastGHGPlanning.com)).

### **ALTERNATIVES**

The Planning Commission has the following alternatives to consider:

1. Receive a presentation by staff, receive public comments, and review and discuss the potential GHG reduction measures;
2. Provide alternative direction to staff.

### **RECOMMENDATION**

Staff recommends that the Planning Commission receive a presentation by staff, receive public comments, and review and discuss the potential GHG reduction measures.

### **PUBLIC NOTIFICATION**

The agenda was posted in accordance with the Brown Act.

### **ATTACHMENTS**

1. Land Use Element Goal LU-27
2. City of Grover Beach Gap Analysis & Target Refinement Dated November 15, 2012
3. Summary of GHG Reduction Measures

**CITY OF GROVER BEACH  
PLANNING COMMISSION AGENDA REPORT**

**DATE: MARCH 12, 2013  
ITEM #: \_\_\_\_\_**

**TO: PLANNING COMMISSION**

**FROM: BRUCE BUCKINGHAM, COMMUNITY DEVELOPMENT DIRECTOR  
CASSANDRA SHEPARD, PLANNING TECHNICIAN**

**SUBJECT: CONSIDER A RECOMMENDATION TO THE CITY COUNCIL ON  
GREENHOUSE GAS (GHG) REDUCTION MEASURES TO BE INCLUDED IN  
THE DRAFT CLIMATE ACTION PLAN (CAP)**

**BACKGROUND**

A Study Session was conducted at the Special Planning Commission Meeting held on February 20, 2013 (reference Attachment 1). The purpose of the Study Session was to have staff provide a presentation on the greenhouse gas (GHG) reduction measures that Rincon Consultants released in November 2012, receive public comments, and have the Commission review and discuss the potential GHG reduction measures to be included in the draft Climate Action Plan. With the measures selected by staff, the total reduction was 3,662 MT CO<sub>2</sub>e (reference Attachment 2). No action was taken by the Commission at the Study Session. However, the Commission had specific questions regarding six measures that were not selected in the draft provided by staff.

**DISCUSSION**

At the February 20, 2013 Commission meeting, staff indicated that the assumption on the number of jobs was overstated and would be revised. Rincon Consultants has provided the revised job estimates as follows:

| Year | Previous Job Estimate | Revised Job Estimate |
|------|-----------------------|----------------------|
| 2005 | 3,160                 | 2,972                |
| 2020 | 6,800                 | 3,550                |

The revised job numbers have reduced the City's target reduction from 10,186 MT CO<sub>2</sub>e to 5,736 MT CO<sub>2</sub>e (reference Attachment 3). In addition, Rincon will be revising the traffic model to reduce the vehicle miles traveled (VMT), which should further reduce our target reduction MT CO<sub>2</sub>e amount.

At the February 20, 2013 meeting, the Commission reviewed the preliminary measures that staff had provided, which resulted in a GHG reduction of 3,662 MT CO<sub>2</sub>e. After reviewing all 36 GHG reduction measures, the Commission added two measures: Recycling at Public Events and Municipal Solid Waste Reduction. In addition, the Commission requested additional information on six measures. Staff discussed these with Rincon and has provided the information below for the Commission's consideration.

Please Review for the Possibility of a Potential Conflict of Interest:

- None Identified by Staff
- Laferriere                       Alex                       Long
- Blum                                       Rodman

**Measure Name:** **Community Choice Aggregation Program (CCA)** (tab 4i in toolbox)

**Category:** Energy

**Measure Description:** Assembly Bill 117 (2002) enables California cities and counties, either individually or collectively, to supply electricity to customers within their jurisdiction by establishing a Community Choice Aggregation (CCA) program. Unlike a municipal utility, a CCA does not own transmission and delivery systems, but is responsible for providing electricity to residents and businesses. The CCA may own electric generating facilities, but more often, it purchases electricity from private electricity generators. The City would either individually or through a regional partnership, develop a CCA program and ensure that the energy generation portfolio of the electricity supplied has a higher percentage of clean energy than that mandated by the State Renewable Portfolio Standard (RSP).

**Commission Questions and Answers from Rincon Consultants:**

Q. What are the costs and logistics?

A. Upfront costs are high (require taking out a loan), but payback period for other communities has been short (1-2 years). Based on the limited staff and resources, it would only be feasible if it was a regional effort, due to the startup time and administrative needs to run the program. The benefits, however, are significant to the jurisdictions after the initial 1-2 years when the program starts up, and the customers/community immediately.

Q. If the County is going to consider this can we take credit assuming they will move forward?

A. Only if there is a commitment to move forward with it, which at this point the County has not committed to. The County's CAP includes an action item that states they will evaluate the development of a CCA program with the incorporated cities, but does not commit to implementing a program, nor does it take credit for one. The City of San Luis Obispo has an action item under their "Renewable Energy" measure to evaluate the feasibility of a regional CCA program and consider the results of the SLO-RESCO project, but also does not commit to anything or take credit for CCA in its CAP. Grover Beach would need to make a firm commitment to developing a CCA program to take credit for this measure, which would involve a significant financial commitment.

**Status:** Remains Un-Selected. Staff recommends that this measure not be included, but that an action be added stating the City would consider being a part of a regional CCA program, if developed.

**Measure Name:** **Employer-Based Transportation Demand Management (TDM) Program** (tab 5e in toolbox)

**Category:** Transportation and Land Use

**Measure Description:** Require through a new City ordinance that employers with 25 or more employees develop a TDM program that provides encouragement, incentives, and support for employees to reduce their single occupancy vehicle trips. Some examples of resources and incentives include telecommuting, alternative scheduling (e.g., 9/80 or 4/40 work schedules), rideshare matching, and walking, cycling and transit incentives.

**Commission Questions and Answers from Rincon Consultants:**

Q. Can the threshold of 25 employees change to more or less?

A. Yes. The 25 threshold comes from SLOCOG policy recommendations in the Regional Transportation Plan/Preliminary Sustainable Community Strategy.

Q. Can the ordinance include only incentives?

A. The ordinance would require employers of a certain size to incentivize alternatives to single-occupancy vehicle trips.

Status: Now Selected. Staff recommends incorporating this measure into the draft CAP. This measure reduces GHG emissions by 462 MT CO<sub>2</sub>e.

**Measure Name:** **Transportation Demand Management (TDM) Program for Municipal Employees** (tab 5l in toolbox)

Category: Transportation and Land Use

Measure Description: The City would implement a Transportation Demand Management (TDM) program for its own employees. Reduced single-occupant vehicle commuting would reduce GHG emissions.

Commission Questions and Answers from Rincon Consultants:

Q. Can the ordinance include only incentives?

A. Yes.

Status: Now Selected. Staff recommends incorporating this measure into the draft CAP. This measure reduces GHG emissions by 28 MT CO<sub>2</sub>e.

**Measure Name:** **Exceed SB X7-7 (Water Conservation Act of 2009) Water Conservation Target** (tab 7a in toolbox)

Category: Water

Measure Description: The City would adopt a water conservation target that exceeds the SB X7-7 target and identify and implement additional water efficiency and conservation measures to meet that target by 2020.

Commission Questions and Answers from Rincon Consultants:

Q. The City already implements water conservation in several ways. Would the ordinance need to include new water conservation methods not previously identified?

A. Yes. The City would need to adopt new water conservation policies beyond those identified in the Urban Water Management Plan (UWMP), which currently identify ways to reduce water consumption by 20% per capita. The City was credited with the 20% per capita reduction already, so to include this measure would mean going beyond. Greg Ray, Public Works Director, has indicated the UWMP contains all practical water conservation measures. To implement additional measures beyond the UWMP would require funding and resources currently unavailable to the City.

Status: Remains Un-Selected. Staff recommends that this measure not be included in the Draft CAP.

**Measure Name:** **Solid Waste Diversion Rate** (tab 8a in toolbox)

Category: Solid Waste

Measure Description: The City would adopt a specified solid waste diversion rate that exceeds the State mandated rate of 50% and identify programs to meet the identified rate by 2020.

Commission Questions and Answers from Rincon Consultants:

Q. What are some examples of programs to divert waste?

A. Some examples are found in 8b, 8c, 8d, and 8e. Others include expanded public education and outreach, plastic bag bans, tiered pricing for trash.

Status: Now Selected. Staff recommends incorporating this measure into the draft CAP. This measure reduces GHG emissions by 638 MT CO<sub>2</sub>e. It should be noted that by selecting this measure, the Recycling at Public Events measure cannot be selected because it is assumed that this measure could be adopted as part of the Solid Waste Diversion measure.

**Measure Name:** **Construction and Demolition Debris Diversion Requirements** (tab 8c in toolbox)

Category: Solid Waste

Measure Description: Require the reuse or recycling of construction and demolition materials from development projects beyond the state-mandated 50% requirement.

Commission Questions and Answers from Rincon Consultants:

Q. Do you know whether you can commingle construction waste?

A. It depends on each solid waste contract. City would need to look at its current contract with waste hauler.

Status: Remains Un-Selected. Note that this measure cannot be selected because it is assumed that this measure could be adopted as part of the Solid Waste Diversion measure.

### Conclusion

As a result of incorporating the above measures as recommended by staff, the total reduction in GHG emissions would be 4,781 MT CO<sub>2</sub>e (reference Attachments 3 and 4). However, this is 955 MT CO<sub>2</sub>e short of the revised target reduction of 5,736 MT CO<sub>2</sub>e (based on the revised employment data). This results in the City having a 13% reduction in GHG emissions, rather than the 15% target reduction. At this time, it appears that the proposed reduction of 4,781 MT CO<sub>2</sub>e is reasonable and that the reduction in vehicle miles traveled (VMT) yet to be calculated would further assist in meeting the target reduction of 5,736 MT CO<sub>2</sub>e. The Commission may consider making additional changes to the proposed GHG reduction measures.

### ALTERNATIVES

The Planning Commission has the following alternatives to consider:

1. Review the potential GHG reduction measures, receive public comments, and make a recommendation to the City Council regarding which measures should be included in the draft Climate Action Plan;
2. Provide alternative direction to staff.

### RECOMMENDATION

Staff recommends that the Planning Commission review the potential GHG reduction measures and make a recommendation to the City Council regarding which measures should be included in the draft Climate Action Plan.

### PUBLIC NOTIFICATION

The agenda was posted in accordance with the Brown Act.

**ATTACHMENTS**

1. February 20, 2013 Planning Commission Staff Report (without attachments)
2. Summary of GHG Target and Measure Reductions from measures selected in Attachment 3 of February 20, 2013 Planning Commission Staff Report
3. Revised Summary of GHG Target and Measure Reductions incorporating the Planning Commission and Staff Recommendations with additional information from Rincon Consultants
4. Revised Summary of Measures



**EXCERPT OF MEETING MINUTES  
PLANNING COMMISSION  
CITY HALL COUNCIL CHAMBERS  
154 SOUTH EIGHTH STREET  
GROVER BEACH, CALIFORNIA  
TUESDAY, MARCH 12, 2013  
6:30 P.M.**

**REGULAR BUSINESS ITEMS:**

**6. Continued Study Session to Discuss Greenhouse Gas Reduction Measures**

The Planning Commission will review and discuss potential Greenhouse Gas (GHG) reduction measures to be included in the draft Climate Action Plan, which is required to comply with California State Assembly Bill 32 to reduce GHG emissions to 1990 levels by 2020.

Building/Planning Technician Shepard provided an overview of the information included in the staff report, including additional information about some of the measures, and the revised job and target reduction numbers.

Chair Laferriere stated that he feels that the Employer-Based Transportation Demand Management (TDM) Program measure regarding 75% of employers with 25 or more employees is overstated because it involved approximately 3,000 people riding bikes. He also asked how the number changed once the number of jobs was revised.

Director Buckingham stated he did some research on transportation demand management ordinances, which are more common in major urban areas, and most of them had tiered programs. The programs are part education and part incentive driven and include such things as posting information in the break room on bus and bike routes and ride sharing, and providing preferential parking for low emission vehicles.

Building/Planning Technician Shepard stated that this measure changed from reducing 306 to 462 metric tons of carbon dioxide equivalent with the revised job numbers. Chair Laferriere questioned that we lost 3,000 jobs, and the measure assumes a smaller percentage participating, but we're reducing more?

Director Buckingham stated that staff will review the numbers. He stated that, even though staff adopted most of the measures, staff was unable to reach the target number. He also stated that Arroyo Grande adopted fewer measures than us, but were able to meet their target number. At this time, the consultant is unable to explain why there is a significant difference between the two cities.

Commissioner Rodman asked if the four big reduction measures were not selected because they are regional in nature.

Director Buckingham confirmed. He also stated that he spoke to Bill Worrell at Integrated Waste Management regarding the City's compliance with AB 939, which mandated a 50 percent waste diversion rate by year 2000. The State then adopted AB 341 with a guideline to increase the waste diversion rate to 75 percent. The City in 2007 had a 64 percent waste diversion rate, 2008, 67 percent, and from 2009 to 2011, 69 percent. Therefore, it appears

the City is on track to meet the 75 percent target. Bins from construction sites are sorted at the landfill and items are recycled.

Chair Laferriere asked for clarification on the process and whether the Commission would see this item before them again.

Director Buckingham stated that the Greenhouse Gas Reduction Measures would be brought back before the Commission as part of the adoption of the Climate Action Plan and implementation ordinance(s).

Chair Laferriere opened the public hearing, and seeing no one present in the audience, closed the public hearing.

Commissioner Rodman stated that the intent as a community is to do what we can. He believes that the measures selected are all the City can do.

Commissioner Alex is unsure about this – the problem was recently defined and the City cannot reach the target reduction with all the measures implemented. He stated that the numbers provided cannot be correct, and would like to receive the correct numbers before proceeding. He also added that 80% of greenhouse gases is water vapor – so if we can figure out how to keep the fog off the coast.

Commissioner Long stated that staff reviewed the measures that the Commission asked them to do.

Chair Laferriere stated that adopting measures that do not cost much to implement is fine, but the problem is still undefined and done poorly. We're endorsing solutions before the problem is defined.

Director Buckingham stated that the City may be slightly different than other cities in that the City Council adopted a policy to adopt a climate action plan. He asked the Commission to identify any measure on the list that they did not like.

Commissioner Long asked are there any measures that we are agreeing to that would be an unreasonable burden to the City, considering we are saying the numbers are bogus.

Director Buckingham stated no, the burden is the amount of staff time that will be necessary to adopt ordinances and implement the measures.

Chair Laferriere asked the Commission to look at the measures as if by concept, without looking at the numbers.

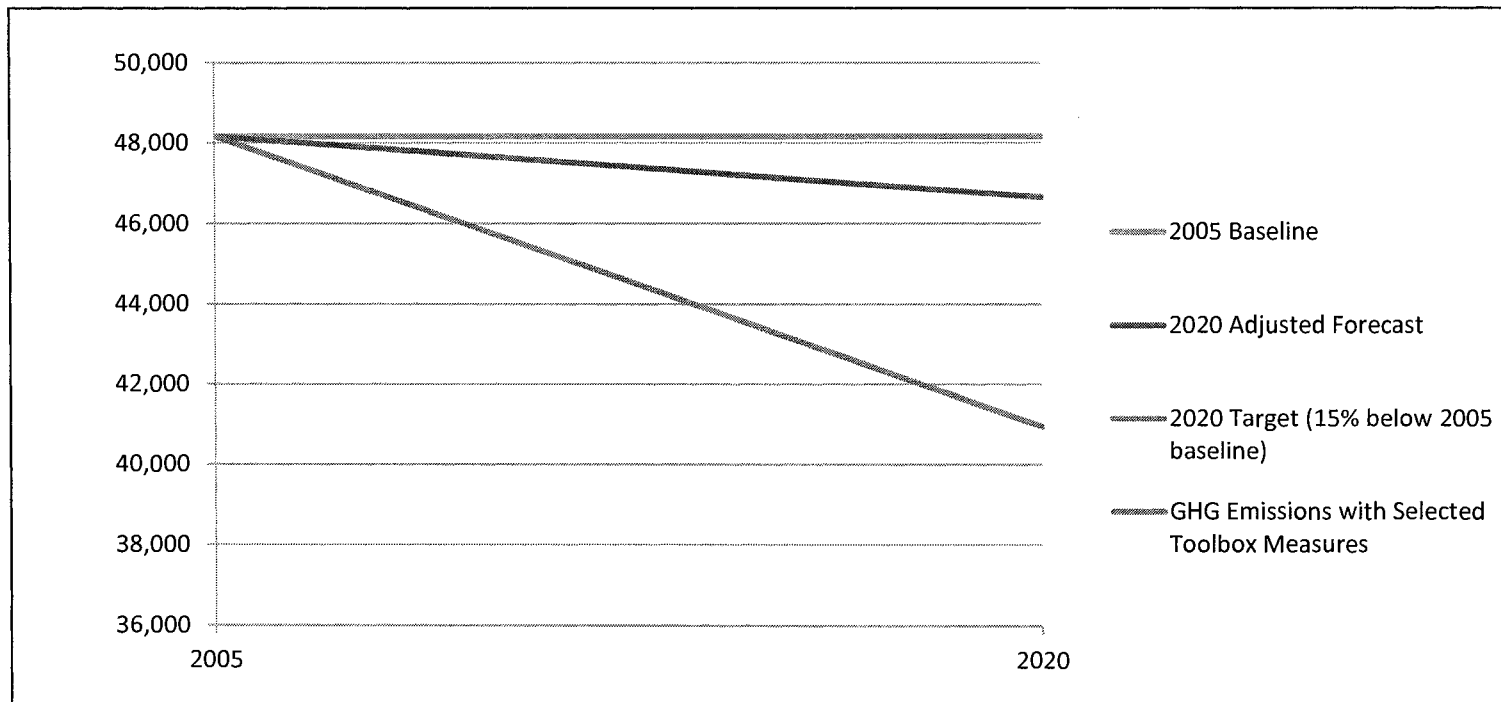
Commissioner Long stated he was in support of the measures, with the understanding that it's a moving target and the numbers are questionable.

Commissioner Long made the motion to endorse the concept, but not the specifics, of the measures to be included in the draft Climate Action Plan, noting that there appears to be inaccuracies and/or inconsistencies with the data and calculations, including, but limited to, the baseline year and job numbers; Commissioner Rodman seconded the motion, and it was carried with a vote of 3-1-1-0, with Commissioner Alex dissenting and Vice Chair Blum absent.

# SUMMARY OF GHG TARGET AND MEASURE REDUCTIONS

|   | MT CO2e      |
|---|--------------|
| 2005 Baseline                               | 48,169       |
| 2020 Adjusted Forecast                      | 46,659       |
| 2020 Target (15% below 2005 baseline)       | 40,944       |
| <b>Targeted Reduction from CAP Measures</b> | <b>5,715</b> |

|   |              |
|---|--------------|
| <b>Total Reduction from Selected Toolbox Measures</b> | <b>5,721</b> |
|---|--------------|



# SUMMARY OF MEASURES

| Tab | Category | Measure Name  | Measure Description   | Applicability (Community or Municipal Measure) | GHG Reduction Potential in 2020 (MT CO <sub>2</sub> e) | Actual Measure or Commitment   | Voluntary or Mandated | Implementation Mechanism | Aggregated Municipal Costs | Aggregated Municipal Savings | Per Unit Community Costs | Per Unit Community Savings | Was this Strategy Selected? (Yes = 1; No = 0) | Notes  |
|-----|----------|---|---|--|--|--|-----------------------|--------------------------|----------------------------|------------------------------|--------------------------|----------------------------|---|--|
| 4a  | Energy   | <u>Energy Efficiency Outreach and Incentive Programs</u>                      | Expand participation in and the promotion of existing programs, such as Energy Upgrade California and San Luis Obispo County Energy Watch, to increase community awareness of existing energy efficiency rebates and financial incentives, and no- and low-cost actions community members can take to increase energy efficiency. | Community                                      | 134  | Percent of households and businesses participating; percent energy (electricity and natural gas) savings                             | Voluntary             | Incentives               | Very Low                   | None                         | Varies                   | Varies                     | 1   |  |
| 4b  | Energy   | <u>Energy Audit and Retrofit Program</u>                                      | Collaborate with San Luis Obispo County Energy Watch, local utility providers, local businesses and organizations to develop and promote a residential and commercial educational energy audit program with direct installation of no- and low-cost measures, leveraging existing rebates.  | Community                                      | 248  | Number of residential and non-residential buildings retrofitted by 2020; percent energy (electricity and natural gas) savings        | Voluntary             | Incentives               | Very Low                   | None                         | Very Low to Medium       | Very Low to Medium         | 1   |  |
| 4c  | Energy   | <u>Income-Qualified Energy Efficient Weatherization Programs</u>              | Facilitate energy efficient weatherization of low- and middle-income housing by promoting existing income-qualified weatherization programs and coordinating with local utility providers and nonprofit organizations.  | Community                                      | 63   | Residential units upgraded by 2020; percent energy (electricity and natural gas) savings   | Voluntary             | Incentives               | Very Low                   | None                         | None                     | Low                        | 1   |  |
| 4d  | Energy   | <u>Energy Conservation Ordinance</u>  | Require through a new City ordinance that cost-effective energy efficiency upgrades in existing buildings be implemented at point of sale or during major renovation of residential units. A maximum cost ceiling would be established to protect owners from excessive fees.   | Community                                      | 1,459  | Number of residential and non-residential buildings retrofitted by 2020; percent energy (electricity and natural gas) savings        | Mandatory             | Codes and Standards      | Low                        | None                         | Very Low to Medium       | Very Low to Medium         | 0   |  |
| 4e  | Energy   | <u>Incentives for Exceeding Title 24 Building Energy Efficiency Standards</u> | Provide incentives (e.g., priority permitting, reduced permit fees, etc.) for new development and/or major remodels that voluntarily exceed State energy efficiency standards by an identified percentage.  | Community                                      | 23   | New residential and commercial units that exceed State standards by 2020; percentage of energy (electricity and natural gas) savings | Voluntary             | Incentives               | Very Low                   | None                         | Varies                   | Very Low to Medium         | 0   | Was previously selected; Staff now recommends removal. |
| 4f  | Energy   | <u>Energy Efficient Public Realm Lighting Requirements</u>                    | Require through a new City ordinance that new development utilize high efficiency lights in parking lots, streets, and other public areas.  | Community                                      | 1  | Number of LED or CFL public realm lights installed by 2020   | Mandatory             | Codes and Standards      | Very Low                   | Very Low                     | Very Low                 | Very Low                   | 1   |  |

48-7

|    |                             |   |   |           |     |   |           |   |          |          |      |                  |   |  |
|----|-----------------------------|---|---|-----------|-----|---|-----------|---|----------|----------|------|------------------|---|--|
| 4g | Energy                      | <u>Small Solar Photovoltaic (PV) Incentive Program</u>            | Facilitate the voluntary installation of small solar PV systems and solar hot water heaters in the community through expanded promotion of existing financial incentives, rebates, and financing programs, and by helping the average resident and business overcome common regulatory barriers and upfront capital costs.  | Community | 234 | kW of residential and commercial solar PV installations and number of solar hot water heaters installed | Voluntary | Incentives                                  | Very Low | None     | High | Low to High      | 1 |  |
| 4h | Energy                      | <u>Income-Qualified Solar PV Program</u>                          | Facilitate the installation of solar PV systems on and solar hot water heaters in income-qualified housing units by promoting existing incentive programs and by collaborating with organizations, such as Grid Alternatives, and local utility providers on outreach and eligibility.  | Community | 37  | kW of PV and solar hot water heaters installed  | Voluntary | Incentives                                  | Very Low | None     | None | Medium           | 1 |  |
| 4i | Energy                      | <u>Community Choice Aggregation Program (CCA)</u>                 | Assembly Bill 117 (2002) enables California cities and counties, either individually or collectively, to supply electricity to customers within their jurisdiction by establishing a community choice aggregation (CCA) program. Unlike a municipal utility, a CCA does not own transmission and delivery systems, but is responsible for providing electricity to residents and businesses. The CCA may own electric generating facilities, but more often, it purchases electricity from private electricity generators. The City would either individually or through a regional partnership develop a CCA program and ensure that the energy generation portfolio of the electricity supplied has a higher percentage of clean energy than that mandated by the State Renewable Portfolio Standard (RPS). | Community | 811 | Percent reduction in carbon intensity of electricity above RPS  | Voluntary | City Program                                | Low      | Varies   | None | Very Low to High | 0 |  |
| 4j | Energy                      | <u>Municipal Energy Efficiency Retrofits and Upgrades</u>         | Establish a target to reduce municipal energy use by a certain percent by 2020 and implement cost-effective improvements and upgrades to achieve that target.   | Municipal | 3   | Percent energy (electricity and natural gas) savings  | Voluntary | City Program                                | Very Low | Medium   | None | None             | 0 | Was previously selected; Staff now recommends removal. |
| 4k | Energy                      | <u>Municipal Energy Efficient Public Realm Lighting</u>           | The City would continue to replace city-owned or -operated street, traffic signal, park, and parking lot lights with higher efficiency lamp technologies.   | Municipal | 2   | Number of LED or CFL lights installed   | Voluntary | Capital Improvement                         | Low      | Very Low | None | None             | 1 |  |
| 4l | Energy                      | <u>Energy Efficiency Requirements for New Municipal Buildings</u> | Adopt a policy to exceed minimum Title 24 Building Energy Efficiency Standards by a certain percentage for the construction of new City buildings and facilities.   | Municipal | 1   | New municipal building square feet by 2020; percent energy (electricity and natural gas) savings        | Mandatory | Capital Improvement                         | High     | Very Low | None | None             | 0 | Was previously selected; Staff now recommends removal. |
| 4m | Energy                      | <u>Renewable Energy Systems on City Property</u>                  | The City would pursue municipally-owned renewable energy generation facilities.   | Municipal | 27  | kW of municipal solar PV and number of solar water heaters installed                                    | Voluntary | Capital Improvement                         | High     | Low      | None | None             | 0 | Was previously selected; Staff now recommends removal. |
| 5a | Transportation and Land Use | <u>Bicycle Network</u>  | Continue to improve and expand the city's bicycle network and infrastructure.   | Community | 211 | Miles of new bike lanes, routes, and paths and bicycle parking added                                    | Mandatory | Capital Improvement; Conditions of Approval | Very Low | None     | None | Varies           | 1 |  |

|    |                             |  |  |           |     |  |           |   |          |      |          |          |   |  |
|----|-----------------------------|--|--|-----------|-----|--|-----------|---|----------|------|----------|----------|---|--|
| 5b | Transportation and Land Use | <u>Pedestrian Network</u>  | Continue to improve and expand the city's pedestrian network.  | Community | 99  | Miles of added sidewalk; number of new traffic calming improvements                                      | Mandatory | Capital Improvement; Conditions of Approval | Very Low | None | None     | Varies   | 1 |  |
| 5c | Transportation and Land Use | <u>Expand Transit Network</u>  | Work with the Regional Transit Authority (RTA) and transit service providers to expand the local transit network (i.e., additional routes or stops, and/or expanded hours of operation) based on the greatest demand for service.  | Community | 17  | Percent increase in transit service  | Mandatory | Policy                                      | Very Low | None | Very Low | Medium   | 1 |  |
| 5d | Transportation and Land Use | <u>Increase Transit Service Frequency/Speed</u>                      | Work with the Regional Transit Authority (RTA) and transit services providers to increase transit service frequency (i.e., reducing headways) by identifying routes where increased bus frequency would improve service.   | Community | 10  | Percentage reduction in transit headways   | Mandatory | Policy                                      | Very Low | None | Very Low | Medium   | 1 |  |
| 5e | Transportation and Land Use | <u>Employer-Based Transportation Demand Management (TDM) Program</u> | Require through a new City ordinance that employers with 25 or more employees develop a TDM program that provides encouragement, incentives, and support for employees to reduce their single occupancy vehicle trips. Some examples of resources and incentives include telecommuting, alternative scheduling (e.g., 9/80 or 4/40 work schedules), rideshare matching, and walking, cycling and transit incentives. | Community | 7   | Percent of businesses with more than 25 employees  | Mandatory | Codes and Standards                         | Very Low | None | None     | Very Low | 0 | Was previously selected; Staff now recommends removal. |
| 5f | Transportation and Land Use | <u>Transportation Demand Management (TDM) Program - Voluntary</u>    | Work with San Luis Obispo Regional Ride Share and Ride-On to conduct additional outreach and marketing of existing TDM programs and incentives to discourage single-occupancy vehicle trips and encourage alternative modes of transportation, such as carpooling, taking transit, walking, and biking.  | Community | 7   | Percent of employees participating   | Voluntary | Policy                                      | Very Low | None | None     | Very Low | 1 |  |
| 5g | Transportation and Land Use | <u>Parking Supply Management</u>                                     | Amend the Municipal Code to reduce parking requirements in areas such as the downtown where a variety of uses and services are planned in close proximity to each other and to transit.  | Community | 56  | Net reduction in parking spaces; new parking spaced by 2020 forecast under existing regulations          | Mandatory | Codes and Standards                         | Very Low | None | None     | Very Low | 1 |  |
| 5h | Transportation and Land Use | <u>Public Parking Pricing</u>  | Establish market-based pricing for public parking spaces, where appropriate.   | Community | 342 | Number of public parking spaces where parking pricing would apply; percentage increase in parking prices | Voluntary | Capital Improvement                         | Low      | High | Medium   | Very Low | 0 |  |

4-22

|    |                             |   |  |           |                |   |           |                     |                 |          |        |        |   |  |
|----|-----------------------------|---|--|-----------|----------------|---|-----------|---------------------|-----------------|----------|--------|--------|---|--|
| 5i | Transportation and Land Use | <u>Electric Vehicle Network and Alternative Fueling Stations</u>              | Facilitate the expanded use of alternative fuel vehicles and fueling infrastructure by streamlining permitting processes and promoting existing financial incentives.  | Community | 364            | Percent adoption of electric vehicles based on implementation of comprehensive EV Network; number of new plug-in electric vehicle charging and alternative fueling stations | Voluntary | Policy              | Very Low        | None     | None   | None   | 1 |  |
| 5j | Transportation and Land Use | <u>Incentives for Infill, Mixed-Use, and Transit Oriented Development</u>     | The City would identify and implement incentives to encourage mixed-use, higher density, and infill development near transit routes, in existing community centers/downtowns, and in other designated areas. Incentives may include, but are not limited to, priority permitting, lower permit fees, density bonuses, or reduced parking requirements.                             | Community | 1,790          | Number of new homes and/or businesses within 0.25 miles of transit  | Voluntary | Policy              | Low             | None     | Varies | Medium | 1 | This measure was quantified by Fehr & Peers utilizing the Regional Travel Model. |
| 5k | Transportation and Land Use | <u>Service Nodes</u>  | Work with private developers to encourage the development of convenient commercial and shopping opportunities near existing employment and/or residential areas, through incentives or the removal of existing regulatory barriers, as a means of shortening the distance between origins and destinations, and increasing the potential for walking or biking to obtain services. | Community | Not calculated | Percent of new homes within walking distance of retail and services.  | Voluntary | Policy              | Very Low to Low | None     | Varies | Varies | 1 | This measure is not calculated, because it is rolled into measure 5j.            |
| 5l | Transportation and Land Use | <u>Transportation Demand Management (TDM) Program for Municipal Employees</u> | The City would implement a Transportation Demand Management (TDM) program for its own employees. Reduced single-occupant vehicle commuting would reduce GHG emissions.   | Municipal | 28             | Percent City employee participation   | Voluntary | Codes and Standards | Very Low        | Low      | None   | None   | 0 | Was previously selected. Staff recommends removing.                              |
| 5m | Transportation and Land Use | <u>Zero and Low Emission Municipal Fleet Vehicles</u>                         | Continue to replace official City vehicles and equipment with low-emission and zero-emission vehicles, including smaller, hybrid, electric, compressed natural gas, biodiesel, and neighborhood electric vehicles.   | Municipal | 3              | Number of municipal vehicles replaced by 2020   | Voluntary | Policy              | Medium          | Very Low | None   | None   | 1 |  |
| 6a | Off-Road                    | <u>Construction Equipment Techniques</u>                                      | Reduce GHG emissions from construction equipment by requiring various actions as appropriate to the construction project.  | Community | 1,755          | Percent of construction equipment replaced with electric equipment/alternatively fueled equipment   | Mandatory | Codes and Standards | Very Low        | None     | Varies | Varies | 1 |  |
| 6b | Off-Road                    | <u>Equipment Upgrades, Retrofits, and Replacements</u>                        | Expand the promotion of existing incentive programs that fund off-road equipment and vehicle upgrades, retrofits, and replacement, such as the Carl Moyer heavy-duty vehicle and equipment program.  | Community | 49             | Percent of off-road equipment replaced with electric equipment/alternatively fueled vehicles  | Voluntary | Incentives          | Low             | None     | None   | Varies | 1 |  |

4-23

|    |                      |   |  |           |     |   |           |                     |          |      |          |        |   |                               |
|----|----------------------|---|--|-----------|-----|---|-----------|---------------------|----------|------|----------|--------|---|-------------------------------|
| 7a | Water                | <u>Exceed SB X7-7 (Water Conservation Act of 2009), Water Conservation Target</u> | The City would adopt a water conservation target that exceeds the SB X7-7, (Water Conservation Act of 2009), target and identify and implement additional water efficiency and conservation measures to meet that target by 2020.  | Community | 6   | Percent water savings above SBx7-7  | Mandatory | Codes and Standards | Low      | None | Varies   | Varies | 0 |                               |
| 8a | Solid Waste          | <u>Solid Waste Diversion Rate</u>   | The City would adopt a specified solid waste diversion rate that exceeds the state-mandated rate of 50% and identify programs to meet the identified rate by 2020.   | Community | 638 | Percent waste diversion beyond State-mandated 50% (2020)                                      | Mandatory | Policy              | Very Low | None | None     | Varies | 1 |                               |
| 8b | Solid Waste          | <u>Organic Waste Diversion Program</u>  | The City would develop a combined or separate organic waste (yard trimming, food scraps, and food-soiled paper) collection system and encourage residents and businesses to divert these materials from landfills. The City would develop a marketing campaign to educate the community and facilitate composting. | Community | 0   | Percent diversion of organic waste  | Mandatory | Incentives          | Very Low | None | None     | None   | 0 |                               |
| 8c | Solid Waste          | <u>Construction and Demolition Debris Diversion Requirements</u>                  | Require the reuse or recycling of construction and demolition materials from development projects beyond the state-mandated 50% requirement.   | Community | 0   | Percent waste diversion beyond State-mandated 50% (2020)                                      | Mandatory | Codes and Standards | Very Low | None | None     | None   | 0 | Can't select with measure 8a. |
| 8d | Solid Waste          | <u>Recycling at Public Events</u>   | The City would adopt an ordinance requiring the provision of recycling receptacles at all events requiring a permit or held on City-owned or -operated property.   | Community | 0   | Percentage of waste recycled at public events   | Mandatory | Codes and Standards | Very Low | None | None     | None   | 0 | Can't select with measure 8a. |
| 8e | Solid Waste          | <u>Municipal Solid Waste Reduction</u>  | Adopt a specified solid waste diversion rate and identify steps to meet that rate by 2020.   | Municipal | 1   | Percent waste diversion beyond State-mandated 50% (2020); number of new recycling receptacles | Mandatory | Policy              | Low      | None | None     | None   | 1 |                               |
| 9a | Trees and Open Space | <u>Tree Planting Program</u>  | Develop a program to facilitate voluntary tree planting within the community, working with local non-profit organizations and community partners. Develop and adopt tree planting guidelines that address tree and site selection.   | Community | 1   | Number of trees planted (net new trees)   | Voluntary | Capital Improvement | Low      | None | Very Low | None   | 1 |                               |
| 9b | Trees and Open Space | <u>Municipal Tree Planting Program</u>  | Establish a tree planting program to increase the number of native, drought-tolerant trees on City-owned property, parks and streetscapes.   | Municipal | 1   | Number of net new trees planted on City-owned property  | Mandatory | City Program        | Low      | None | None     | None   | 1 |                               |

48-17