



MEMO

To: Planning Commission

From: Staff and CAP Consultants

Date: September 18, 2009

Re: Climate Action Plan Revisions and Discussion

The Climate Action Plan includes Greenhouse Gas reduction measures to achieve a 35% reduction below 2005 baseline levels by 2030. For San Carlos, this means choosing implementable measures which achieve a reduction of 98,550 metric tons per year (based on projections of a continuation of greenhouse gas emission at the 2005 levels.)

Comments received at the July and August 2009 Study Sessions of the Planning Commission and City Council affected the City's reduction target. The primary comment that affects emissions was the recommendation to remove the parking fee measure (**Transportation and Land Use Measure 11**) from the Climate Action Plan. As a result of this modification to the CAP the structure of the emission reduction measures in the September 2009 draft CAP are modified from the June 2009 version of the CAP. The following revisions are included in the September 2009 San Carlos Climate Action Plan.

| Measure | 2030 Greenhouse Gas Reduction (metric tons CO2e) |
|--|--|
| Energy Use 2.1. Consider Establishing energy efficiency standards for new construction and remodel projects that exceed the State's <u>2008</u> Title 24 energy standards. | Unknown 10,732 |
| <i>Purpose: This measure requires new development to be 15% above 2008 standards. Staff introduced this amendment to compensate for the gain in GHGs after Transportation and Land Use 11 (T&LU11) was omitted. The original structure of this measure was not enforceable and therefore not quantifiable. With the language change, and additional clarifications from the State regarding future implementation of Title 24 requirements, implementation of this measure will result in significant energy savings. The inclusion of the quantification of this measure largely makes up for the loss in T&LU11 emission reductions. This measure would work in coordination with Energy Use 3.1a (EU3.1a) or Energy Use 3.1b (EU3.1b) as amended below.</i> | |

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| Energy Use 3.1a. Enforce mandatory and encourage voluntary actions under the California Green Building Standards Code (as amended) in addition to continuing support mandatory State green building requirements when they are adopted and provide information and support to developers on LEED and GreenPoint standards | 9,879** 535.5 |
| <i>The Title 24 energy requirements in measure 2.1 are part of the California Green Building Standards Code mentioned in 3.1a, which becomes mandatory January 1, 2010. The former estimate of GHG reductions for this measure was amended to not overlap with the amended measure 2.1. Other components of this measure outside of energy use will affect other sources of emissions such as water use, transportation, building materials, and quality of life issues. Due to the methodology used to calculate emissions in the San Carlos CAP, and the State control of these emissions, the substantial lifecycle emissions savings from this green building code are not reflected in the City's share of emissions, but are rather reflected in the emissions category that are the responsibility of the State (See CAP methodology section for further detail).</i> | |
| Energy Use 3.1b. Develop a green building ordinance consistent with that of neighboring jurisdictions that requires a GreenPoint, LEED, or equivalent green building certification per development category | 11,868** |
| <i>Please note that this measure is an alternative to 3.1a, above. This measure was omitted from the draft of the Climate Action Plan that is currently in circulation, however it is still an option for consideration. The emission reductions associated with this measure would allow the City to meet or exceed all State goals for emission reductions. Inclusion of this emission reduction measure does have additional costs in contrast to EU3.1a. (The cost comparison can be viewed in Appendix A of the Climate Action Plan.)</i> | |
| Transportation and Land Use 11. Price on-street parking in high traffic areas in order to alleviate congestion, increase motorist convenience, reduce VMT, and create a new revenue stream for the City | 4,576 |
| <i>This measure was eliminated at the request of the City Council. Council requested additional measures that could be proposed to satisfy the same emission reduction through other means. By quantifying Energy Use 2.1 the reduction estimate makes up for much of the emissions that would have been saved from this reduction measure (11 - pricing on-street parking).</i> | |
| Transportation and Land Use 8.1. Continue to enforce the City's Below Market Rate (BMR) Ordinance (as amended) to support the development of affordable housing in the area | 192 |
| <i>Staff introduced this amendment to compensate for the gain in GHGs after Transportation and Land Use 11 was omitted</i> | |

** Please note that Energy Use 3.1a and 3.1b are alternatives to each other

Below are combinations of green building measures the Planning Commission could consider to reduce emissions. **Energy Use 3.1a** (noted below as and the recommended Option 1 of the GPAC Sub-committee) and **Energy Use 3.1b** (noted below as and the recommended (second) Option 2 of the GPAC Sub-committee continue to be choices offered. If **Energy Use 3.1a** is selected, it must also be augmented by other measures.

Thus an additional measure for "green building" is also presented. The City Council direction on the CAP was removal of parking meters from consideration. This measure was **Transportation and Land Use 11**. In order to recapture an equivalent reduction of 4,576 metric tons of CO₂e, a combination of other measures are proposed. The measures are presented as **Energy Use 2.1** (page 27 of the September 2009 CAP) which was already present in the June 2009 CAP, but no CO₂e reduction was prescribed to the measure. As now proposed, the measure

suggests a 15% reduction beyond Title 24 requirements and has been modified and quantified to outline emissions savings. Additionally, **Transportation and Land Use 8.1** (page 66 of the September 2009 CAP) has been added.

Energy Use 2.1 combined together with Option 1 would meet the City reduction goal by 2030 and eliminate the parking meter measure. It also carries forward the GPAC CAP Sub-committee recommendation for using the State standards for green building as they are in effect starting in January 2010. Additionally, it incorporates a local approach to achieve energy reductions by applying a 15% requirement above Title 24. This option allows choice to the development community and property owners for achieving energy savings.

Energy Use 2.1 combined together with Option 2 (presented in the June 2009 CAP) would meet and exceed the City reduction goal and eliminate the parking meter option. However, it requires the creation of an ordinance consistent with neighboring jurisdictions requiring Green Point, LEED, or equivalent green building certification per development category. This measure would allow for significant additional emission reductions, but would add additional cost as outlined in Appendix A of the Climate Action Plan.

The Planning Commission may choose Option 1 presented in the June 2009 CAP which calls for enforcing the State green building code and promoting LEED and Green Point standards. If the Commission chooses this Option, reduction goals cannot be met with the City Council direction to also remove the parking meters measure. The Commission must also choose to adopt the amended **EU 2.1** requiring 15% above Title 24 standards.

| | Measure Numbers | Description | 2030 GHG Reduction |
|----------|--|--|--------------------|
| Option 1 | June version of Energy Use 3.1a + T& LU 8.1 (remove T&LU 11) | Enforce the mandatory California Green Building Standards Code. Promote LEED and GreenPoint. Continue to enforce the City's affordable housing requirements. | 727.5 |
| Option 2 | June Version of Energy Use 3.1b + T&LU 8.1 | Implement a mandatory green building ordinance per 3.1b above. Continue to enforce the City's affordable housing requirements. | 15,106 |
| | | | |

Please note that the greenhouse gas calculations in the September draft and/or in the chart above may not match the calculations in the June 2009 Plan. The September draft uses updated guidance from the State on calculating the benefits of Title 24 and the California Green Building Standards Code.

Also, note that the greenhouse gas benefit of these two options cannot be combined. To a large extent, the emission reductions associated with each of these measures overlap. Each of these options also reflect **Transportation and Land Use 8.1** calculated into the estimated emission reductions. Appendix D of the

Climate Action Plan includes a side-by-side comparison of aggregated measures of the June and September version of the CAP.