



## Climate Action Plan – Summary Changes and Options

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### **A. Substantive changes in the October 2009 Climate Action Plan.**

1. The Greenhouse Gas Inventory for Municipal Operations is included as Appendix E and a summary discussion is included in the Climate Action Plan.
2. A Table of Constants, preceding the Executive Summary has been added to outline the various mathematical references within the Climate Action Plan.
3. Summary of Updates, a side by side comparison of the aggregated measures of the June and October 2009 draft versions of the CAP is added to Appendix D.
4. More detail including: additional references and footnotes; additional discussion on sea level rise; further detail on assumptions in Appendices A and B (Cost and Emission calculations); and discussions on funding.
5. Revisions to Measures and Quantification of Measures were further explained.
6. Other non-substantive changes to text and format.

### **B. October 2009 Climate Action Plan**

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 are modified from the June 2009 version of the CAP. The following revisions are included in the October 2009 San Carlos Climate Action Plan.

Measure	2030 Greenhouse Gas Reduction (metric tons CO <sub>2</sub> e)
<p><b>Energy Use 2.1.</b> <del>Consider</del> Establishing energy efficiency standards for new construction and remodel projects that exceed the State's <u>2008</u> Title 24 energy standards.</p>	<p><del>Unknown</del> 10,732</p>
<p><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&amp;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&amp;LU11 emission reductions. This measure would work in coordination with Energy Use 3.1 (EU3.1) or Energy Use 3.1b (EU3.1b) as amended below.</i></p>	
<p><b>Energy Use 3.1.</b> Enforce mandatory and encourage voluntary actions under the California Green Building Standards Code (as amended) in addition to continuing support <del>mandatory State green building requirements when they are adopted and provide information and support</del> to developers on LEED and GreenPoint standards</p>	<p><del>9,879**</del> 535.5</p>
<p><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></p>	
<p><b>Energy Use 3.1b.</b> Develop a green building ordinance that is consistent with that of neighboring jurisdictions <u>or that is custom to the City of San</u></p>	<p>11,868</p>

<p><u>Carlos</u> that requires a GreenPoint, LEED, or equivalent green building certification per development category</p>	
<p><i>Please note that this measure is an alternative to 3.1, above. This measure was omitted from the September draft of the Climate Action Plan, but was added back into the October draft that is currently in circulation. Energy Use 3.1b is still an option for consideration, however if selected it would replace Energy Use 3.1a as its requirements are more stringent. The emission reductions associated with this measure would allow the City to exceed all State goals for emission reductions. Inclusion of this emission reduction measure does have additional costs in contrast to EU3.1. (The cost comparison can be viewed in Appendix A of the Climate Action Plan.) If Energy Use 3.1b is selected, it would take the place of both Energy Use 2.1 and Energy Use 3.1.</i></p>	
<p><del><b>Transportation and Land Use 11.</b> 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</del></p>	<p>4,576</p>
<p><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></p>	
<p><u><b>Transportation and Land Use 8.1.</b> Continue to enforce the City's Below Market Rate (BMR) Ordinance (as amended) to support the development of affordable housing in the area</u></p>	<p><u>192</u></p>
<p><i>Staff introduced this amendment to compensate for the gain in GHGs after Transportation and Land Use 11 was omitted</i></p>	
<p><del><b>Solid Waste 1.2.</b> Establish an environmentally preferable purchasing program (EPP) for government operations.</del></p>	
<p>* Deleted and converted to a measure under Reduction Goal 1 – Support Zero Waste. An environmentally preferable purchasing program (EPP) is essential for a zero waste policy in municipal operations</p>	

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

Below are combinations of green building measures the City Council could consider to reduce emissions. **Energy Use 3.1** (noted below as and the recommended Option 1 of the GPAC Sub-committee) and **Energy Use 3.1b** (noted below as and the recommended Option 2 of the GPAC Sub-committee) continue to be choices offered. If **Energy Use 3.1** 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 CO<sub>2</sub>e, a combination of other measures are proposed. The measures are presented as **Energy Use 2.1** (page 27 - 28 of the October 2009 CAP) which was already present in the June 2009 CAP, but no CO<sub>2</sub>e 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 67 of the October 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. 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** is already included as a component of Option 2. Option 2 would exceed the City reduction goal and eliminate the parking meter option. However, it requires the creation of an ordinance consistent with neighboring jurisdictions or a custom City of San Carlos ordinance that requires 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 City Council may choose Option 1 which calls for enforcing the State green building code and promoting LEED and Green Point standards. If the City Council chooses this Option, reduction goals cannot be met with the City Council direction to also remove the parking meters measure so the City council 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	Enforce the mandatory California Green Building Standards Code. Promote LEED	727.5

	Use 3.1 + T&LU 8.1 (remove T&LU 11)	and GreenPoint. Continue to enforce the City's affordable housing requirements.	
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.	12,060

Please note that the greenhouse gas calculations in previous versions of the CAP may not match the calculations in the October 2009 Plan. The October 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 October version of the CAP.

**C. September 22, 2009 report from the Office of the Attorney General**

A September 22, 2009 report from the Office of the Attorney General is a recent analysis of the various Green Building Ordinance approaches by cities and counties in the state. This report is attached in the following pages.