CITY OF ROSEVILLE CALIFORNIA

PLANNING & REDEVELOPMENT DEPARTMENT STAFF REPORT
PLANNING COMMISSION MEETING November 18, 2010
Prepared by: Derek Ogden, Associate Planner

ITEM VI-A: SPECIAL PRESENTATION – CITY OF ROSEVILLE COMMUNITYWIDE SUSTAINABILITY ACTION PLAN

REQUEST

The Planning and Redevelopment Department requests that the Planning Commission review and accept comments on the Draft Communitywide Sustainability Action Plan.

SUMMARY RECOMMENDATION

The Planning & Redevelopment Department recommends that the Planning Commission take the following action:

A. Recommend that the City Council approve the Communitywide Sustainability Action Plan as shown in **Exhibit A .**

BACKGROUND

In November 2009, the City Council created a Sustainability Action Committee to increase awareness of the City's sustainability efforts. Also in late 2009 the Council adopted the Municipal Climate Action Plan, which established the City's emission reduction plan for municipal operations (i.e. fleet vehicles, utility operations, purchasing). In addition, the Council directed Staff to begin preparation of the Communitywide Sustainability Plan (SAP) with assistance from the Sustainability Action Committee.

The main objective of the Plan is to set forth a comprehensive strategy to address emerging sustainability issues related to land use patterns, transportation, building design, energy use, water demand, and waste generation. The SAP outlines a road-map to reduce greenhouse gases and air pollutant emissions within the community (i.e., vehicle emissions, emissions related to energy production) and to promote economic growth based on clean technology and sustainable practices.

Other objectives and anticipated benefits of the plan are as follows:

- Establish baseline data from which the City can identify quantifiable reduction targets. Identify future greenhouse gas (GHG) reduction projects. Establish a GHG reduction target. Identify feasible and cost-effective measures/strategies to achieve the target.

- Guide the way to reducing carbon and other regulated pollutants, and provide the associated ability to improve the quality of life in Roseville and surrounding communities with significant community input.

- Enhance the competitiveness of future grant applications as the City seeks funding for the projects that will help us comply with state mandates and provide long-term environmental benefits to Roseville and neighboring communities.

- Evaluate the City's progress and position relative to legislation supporting AB 32, e.g., SB 375 and SB 97; and guidance and comment from the California Attorney General's Office.

- Foster an environment conducive to attracting clean technology employers, education and training, and intellectual resources to fill employment needs.

The City of Roseville was awarded a $50,000 grant to fund preparation of the Plan, and allocated an additional $25,000 from the City's Air Quality Mitigation fees. The City Council approved a professional services agreement with AECOM to assist Staff with preparation of the Plan.

Sustainability Action Committee
Committee members represent business, non-profits, City of Roseville Commissions, utilities, education, youth, citizens-at-large, experts in the field of sustainability, and a Building Industry Association representative. The committee was created in November of 2009 and recruitments began to fill the 36 member Committee. The Committee was appointed by City Council on January 20, 2010.

The committee began meeting on February 9, 2010, and convened six meetings. In addition, committee members divided into six subgroups, each of which met at least two times, to address specific sectors as listed below:

- Land Use and Green Building
- Energy Efficiency
- Recycling and Waste Reduction
- Transportation
- Water Conservation
- Marketing and Education

It was determined that additional committee meetings were needed in order to formulate its recommendations to the City Council, and to evaluate consistency of the plan measures with the City Council's direction for development of the plan. Ten Committee members volunteered to participate in the core group, which met three times to finalize the plan.

Plan Components
The Plan components were developed to meet State Guidelines for a greenhouse gas reduction plan. The Plan includes the following components:

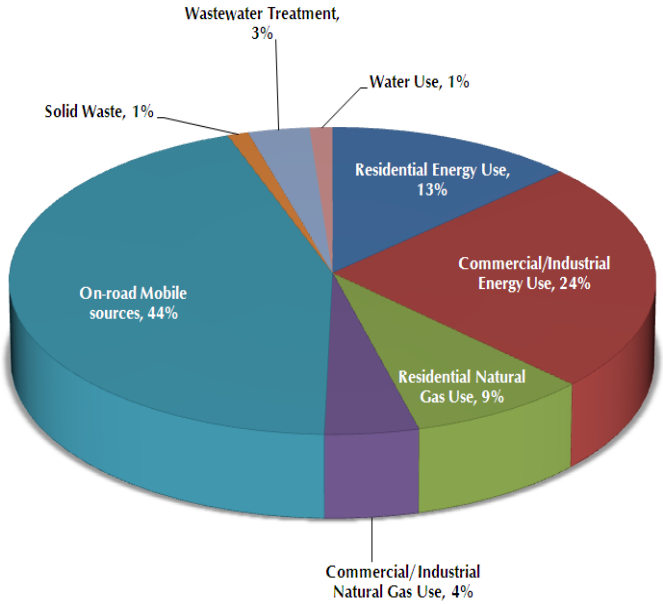
- Baseline emissions inventory for 2008 and a future emissions projection for 2020 for GHGs, (PM_{10} and NO_x);
- Emissions inventory projections to 2020 assuming business-as-usual, for both GHGs and criteria air pollutants (PM_{10} and NO_x);
- An explanation of expected GHG reductions from statewide measures;
- A communitywide GHG reduction target;
- Communitywide sustainable action strategies and measures capable of meeting the emission reduction target;
- An implementation approach that includes a discussion of potential emission reduction measures for GHGs and other air pollutants that can be carried out in tandem with the municipal measures identified in the City of Roseville Greenhouse Gas Emissions Reduction Plan Analysis;
- Recommendations to monitor effectiveness of reduction measures and adapt the plan to changing conditions.

The main components of the plan are discussed in detail below.

Inventory
The first key component of the plan was development of an emission inventory for the Roseville community. This inventory sets the stage for evaluating the effectiveness of reduction measures. Emissions inventories were developed for communitywide GHG and other pollutants for the 2008 baseline year. The baseline GHG inventory identified a communitywide emissions total of 1,202,383

metric tons of carbon dioxide equivalent emissions (MT CO_2e). This baseline includes both municipal emissions (i.e., those emissions directly attributable to City government operations) identified in the City of Roseville Greenhouse Gas Emissions Reduction Plan Analysis, and communitywide emissions (i.e., those emissions attributable to all sources in the community). Figure 1 identifies the 2008 communitywide GHG baseline inventory across various economic sectors. As shown in Figure 1, the single largest source of GHG emissions originates from on-road mobile sources (i.e. cars and trucks).

Figure 1- Community Emissions by sector



Reduction Target

Adopting a GHG reduction target is a necessary tool to assess the effectiveness of the plan as it relates to emission levels. The plan accounts for the fact that Roseville is a full-service City that operates its own utilities, and is also a growing community, anticipating new housing and jobs in future specific plan areas. Roseville also has a significant daytime population given its high employment base, which increases emissions.

The Committee and City Staff evaluated various options to determine reduction targets. Ultimately, the recommendation is an efficiency-based target of 6.0 MT CO_2e per service population per year (where "service population" is defined as the sum of population and employment). This option allows efficient development projects that include both jobs and housing to contribute toward achieving compliance with AB 32, even if they result in higher mass emissions. Other options considered were either impractical or otherwise not feasible because of two factors:

1) Inadequate data is available to mirror the state target of reducing emissions assuming 1990 as a baseline year; or

2) Reducing emissions 15 percent below baseline (2008 or earlier) emission levels by 2020, would not be feasible and still allow the City to accommodate approved and planned growth and development.

Reduction Measures

The Committee and City staff worked to identify feasible reduction measures to guide the community in its efforts towards conserving resources and reducing carbon and other pollutant emissions. Each committee member selected one or more focus groups based on interest or expertise. Once the groups were formed, a City Staff member led each group through discussions on the current City efforts of that

particular focus area. Then the group began the process of selecting reduction measures that were appropriate for the community plan.

Based on Roseville's General Plan goals for sustainability and greenhouse gas reductions, six sustainability focus areas were identified for the Plan. The City's Green Team (comprised of staff from various departments) spearheaded the process of developing ways to reduce carbon emissions and support sustainability, in collaboration with the Sustainability Action Committee. The plan includes a menu of voluntary and incentive based strategies and measures to supplement or enhance existing and planned energy-efficiency and resource conservation programs. The measures also rely on community partnerships and community engagement to effectively implement and support those programs.

The recommended SAP measures were developed by:

- Evaluating existing community conditions and sustainable initiatives already underway;
- Identifying emissions reduction opportunities within the community;
- Reviewing best practices from other jurisdictions and organizations that increase resource efficiency and protect the environment;
- Incorporating state and regional laws, guidelines, and recommendations; and
- Considering ways to attract clean technology businesses in the community to bring social, environmental and economic benefits to the City.

The recommended measures presented in this plan were selected by the Sustainability Action Committee based on the following considerations:

- Would the community support and adopt the measure?
- What are the costs and benefits of implementation to the City and private business sector?
- Is implementation of the measure technically feasible?
- What are the other community benefits (e.g., quality of life, jobs, improved health) beyond reducing emissions?

The six focus areas of the plan are listed on page two of this staff report. The area that is most directly related to the Planning Commission's purview is the Land Use and Green Building section. This section is highlighted below.

Land Use and Green Building Measures

Where people choose to live, work and shop dictates how they choose to travel for short trips. Where people live close to transit stops and/or neighborhood-serving commercial centers, there is better access to alternative methods of travel other than private vehicles, such as transit, biking or walking. In suburban communities like Roseville, most intra-city travel occurs along four- and six-lane arterials with distances between destinations that exceed comfortable walking or biking distance. Therefore, most residents choose to complete daily tasks by private vehicle, which increases vehicle miles traveled (VMT) and associated emissions.

In order for the community to achieve its emission reduction target, it must focus infill development in areas that support and enhance alternative travel modes and neighborhood commercial centers.

The following SAP reduction measures were developed for GHG emissions and criteria air pollutants caused directly and indirectly by land use and transportation choices.

- **Measure LU-1.1** Promote infill, mixed-use and transit oriented development within the City's infill urban area. Adjust development standards to maximize opportunities for such projects and explore funding options to incentivize them.

- **Measure LU-2.1** Create a public amenity street retrofit program for local arterials, collectors and residential streets to include street-side parking, bicycle lanes, setback sidewalks, shaded seating areas and planting strips to enhance bike and pedestrian infrastructure within the infill area of the City.

- **Measure LU-3.1** Partner with non-profit organizations (e.g., Roseville Urban Forest Foundation) to expand urban forestry (e.g., cost-effective solar-friendly street trees and trees on private and public lots) and green infrastructure (e.g. open space, wetlands) to sequester carbon, reduce building energy consumption and mitigate the heat island effect.

- **Measure LU-4.1** Facilitate green building design and construction standards in the community to reduce emissions.

Of the four proposed measures listed above, L-3.1 is a primary measure with corresponding GHG emission reduction potential. The other three measures support the effectiveness of the measures proposed within the Transportation strategy regarding use of alternative modes of transportation (such as walking, biking and transit) and encouraging shorter trip distances.

The plan includes specific land use measures and actions intended to implement the land use objectives. One example of the more specific measures is Measure LU-4.1 which seeks to "facilitate green building design and construction standards in the community to reduce emissions." In order to accomplish this measure the Plan lists six action items. The action items include creating a list of green building techniques, materials, contractors, and businesses to assist residents and businesses in accessing appropriate resources when remodeling and for new construction. This action item could also be facilitated by the Chamber of Commerce. A second action item for this measure seeks to provide incentives including rebates, tax credits, and expedited permit processing for green building projects. The plan identifies a timeline and the City department responsible for implementing each measure and action.

CONCLUSION

The City of Roseville *Communitywide Sustainability Action Plan* (SAP) recommends 11 *primary* measures that allow Roseville to meet its communitywide greenhouse gas (GHG) emission reduction target for 2020. In addition to reducing GHG emissions in the community, the measures described in this plan also improve overall quality of life by promoting smart growth and mobility principles that better connect the community, reduce air pollution, increase energy independence, reduce non-renewable energy and potable water consumption, reduce waste generation and increase diversion from landfills, and encourage healthy lifestyles. The SAP implements Roseville's *General Plan 2025* by identifying ways to reduce communitywide emissions. The recommended measures will be implemented in tandem with the municipal measures identified in the *City of Roseville Greenhouse Gas Emissions Reduction Plan Analysis* to achieve emission reductions that address both communitywide and municipal sources. These measures were developed considering input from the Sustainability Action Committee and City staff. Other opportunities for communitywide participation and input were provided, such as Earth Day events, and City website updates.

Staff will be presenting this plan to the Transportation, Planning, and Public Utilities Commissions, prior to consideration by City Council. Staff will also be tracking legislation as it relates to sustainability and

related issues in order to position the City ahead of these trends. Staff will also be using the plan as a tool for community outreach and economic development in the area of sustainability. Lastly, staff will pursue grant funding opportunities as they become available to assist the community in implementing the Plan.

RECOMMENDATION

The Planning Department recommends that the Planning Commission take the following action:

A. Forward a recommendation of approval to the City Council for the City of Roseville Communitywide Sustainability Action Plan as shown in **Exhibit A .**

ATTACHMENT

1. Dissenting opinion from John Raniseski

EXHIBIT

A. Communitywide Sustainability Action Plan