



City of Rolling Hills

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Agenda Item No. 8-A
Mtg. Date: 02-12-18

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

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JULIA STEWART, ASSISTANT PLANNER *JS*

THRU: RAYMOND R. CRUZ, CITY MANAGER *RC*

SUBJECT: ADOPTION OF A NON-BINDING CLIMATE ACTION PLAN WHICH INCLUDES ESTABLISHING A GREENHOUSE GAS EMISSIONS BASELINE, FORECASTING EMISSION REDUCTIONS, AND ESTABLISHING FUTURE REDUCTION TARGETS

ATTACHMENT: City of Rolling Hills Climate Action Plan

RECOMMENDATION AND DISCUSSION

Recommendation

Adopt the City of Rolling Hills Climate Action Plan with the existing approved Energy Efficiency (EE) chapter and the additional Land Use and Transportation (LUT), Waste, Greening, and Energy Generation/Storage chapters as a policy guidance document for assessing, prioritizing, and implementing future projects within the City.

Summary

The City of Rolling Hills has completed its work in coordination with the South Bay Cities Council of Governments (SBCCOG), to identify programs and undertake activities to develop a non-binding Climate Action Plan (CAP) that includes strategies to reduce the City's greenhouse gas emissions (GHG).

On November 23, 2015, the City Council approved by minutes action the Energy Efficiency (EE) Measures of CAP Chapter. The approved EE Measures completed "Phase I" of the CAP development process including establishing 2005 as the GHG

emission baseline; forecasting emission reductions based on 2012 GHG inventory; and establishing 2020 and 2035 targets.

Council also authorized staff to return with the finished CAP ("Phase II"). "Phase II" is now complete. The work details goals, measures, and sub-strategies to promote mitigation of community GHG emission sources in the areas of: land use and transportation (LUT), waste, greening, and energy generation/storage. Together, these measures, along with the previously approved Energy Efficiency measures, will constitute the City's CAP. It is worthy of noting that the area of transportation in the CAP refers to regional transportation and residential transportation issues affecting GHGs generated by the City and not specifically transportation infrastructure within the City given that the City's roadway easements are privately held.

Background and Analysis

Over the last several years, the SBCCOG has been preparing CAPs for each South Bay city. The first GHG inventories were funded by a special assessment. The Energy Efficiency Chapter was developed through funding from Southern California Edison (SCE) & Southern California Gas (SCG) to help meet goals from the CA Long-Term Energy Efficiency Strategic Plan. The final phase of the project was funded by the Strategic Growth Council and Los Angeles County Metropolitan Transportation Authority. Technical support for the methodology to calculate the GHG reductions was provided by consultants Fehr & Peers, Atkins Consulting, and Studio 111; Los Angeles County Sanitation Districts; and support from the University of Utah.

The SBCCOG completed GHG inventories for 2005, 2007, 2010, and 2012. Inventories are a necessary first step towards development of CAPs. The 2005 inventory year serves as the baseline for which GHG reductions are measured. The last inventory, 2012, serves as the basis for the emission forecast. It was observed that for the City of Rolling Hills, GHG emissions are primarily split between two sources -- energy and residential transportation - with a small fraction coming from waste, greening, and energy generation/storage. As part of the inventory and forecasting work, the City also set target dates for GHG reductions at years 2020 (15% below 2005 levels) and 2035 (49% below 2005 levels). These established targets are in-line with the State's GHG reduction goals and help the City set objectives for obtaining the desired implementation results within the city.

As depicted in the Figure 7a, the categories included in the CAP, have the potential to reduce approximately 985.4 MT CO₂e/yr. emissions and accomplish the City's reduction target of 15% below 2005 levels by 2020; however, to meet the City's goals of 49% below 2005 levels by 2035, additional measures will be needed. The City will need to reduce approximately 3,000 additional MT CO₂e by 2035 to meet goal (3,000 MT CO₂e represent 20% of 2035 goal). As residential energy use is one of the largest contributors to GHG emissions in the City, supporting strategies that promote renewable energy could greatly move the City towards meeting their goal. Initial research indicates that there is potential for residential solar and residents have

indicated some interest. The City will continue to explore this option as additional resources become available.

The SBCCOG also is developing a Subregional CAP that will support the proposed City's CAP strategies. This plan will include the LUT, Waste, Greening, and Energy Generation/Storage chapters. Unique to the South Bay, the SBCCOG LUT chapter will include GHG emission reduction measures that incorporate the Sustainable South Bay Strategy which is based on 12 years of research and focuses on neighborhood oriented development. As part of this effort, Fehr & Peers developed methodology for several of the strategies that are included in the proposed City CAP primarily for electric vehicle market acceleration.

Climate Action Plan Measures

The CAP, prepared by the SBCCOG in cooperation with the City, will serve as a roadmap and guidance document for reducing GHG emissions within City operations and the community at large. The CAP includes a list of non-binding goals, measures, and sub-strategies for the possible emission reductions by sector to reach the City's GHG target for 2020. The forecast continues to describe the impacts of these strategies on the City's target for the year 2035. City actions towards implementing the plan were considered for both the short-term and long-term. Importantly, the plan does not include financial analysis of the cost-effectiveness of each measure.

This plan focuses efforts the City will take for development and sustainability for a low-carbon future. The policies and recommendations are to be considered as a complement to the business and goals expressed in the City's General Plan and other policy documents. The non-binding City CAP is a guiding document to be used when assessing, prioritizing, and implementing future projects and policies towards the City's sustainability goals.

Recommended Action

Adopt the non-binding City of Rolling Hills Climate Action Plan, as presented.