

# Gonzales Climate Action Plan Supplemental Environmental Impact Report

A Supplement to the  
Gonzales 2010 General Plan  
Environmental Impact Report  
SCH# 2009121017

City of Gonzales  
October 2012



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Coastal Plans  
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# Gonzales Climate Action Plan Supplemental Environmental Impact Report

A Supplement to the  
Gonzales 2010 General Plan  
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SCH#2009121017

Prepared for:

City of Gonzales

Prepared by:

Coastplans

October 2012

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## Table of Contents

CHAPTER 1.	INTRODUCTION .....	1-1
1.0	SUPPLEMENTAL EIR PREPARATION .....	1-1
1.1	SUPPLEMENT TO PROGRAM-LEVEL EIR .....	1-2
1.2	ENVIRONMENTAL REVIEW PROCESS.....	1-2
1.3	ORGANIZATION OF THE SUPPLEMENTAL EIR .....	1-3
CHAPTER 2.	REVISED SUMMARY .....	2-1
2.0	SUMMARY OF IMPACTS AND MITIGATION MEASURES.....	2-1
CHAPTER 3.	REVISED PROJECT DESCRIPTION.....	3-1
3.0	PROJECT CHARACTERISTICS.....	3-1
CHAPTER 4.	REVISED ANALYSIS OF GREENHOUSE GAS EMISSION IMPACTS....	4-1
4.6	GREENHOUSE GAS EMISSIONS .....	4-1
CHAPTER 5.	REVISED BIBLIOGRAPHY.....	5-1

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## CHAPTER 1. INTRODUCTION

This chapter discusses the preparation of a supplement to the “Gonzales 2010 General Plan Environmental Impact Report (SCH# 2009121017)” that addresses new information of substantial importance that was not known at the time that the “Gonzales General Plan Environmental Impact Report” was certified in January 2011. The new information involves impacts related to greenhouse gas emissions and the preparation of a climate action plan that is proposed to be incorporated by reference into the *Gonzales 2010 General Plan*. This chapter discusses the reason for preparing a supplemental EIR as opposed to a subsequent EIR and the process for preparing the document. This chapter also outlines the organization of the document.

### 1.0 SUPPLEMENTAL EIR PREPARATION

According to CEQA Guidelines §15163 (Supplement to an EIR), the City of Gonzales may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- A. Any of the conditions described in CEQA Guidelines Section 15162 would require the preparation of a subsequent EIR, and
- B. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised and shall be given the same kind of notice and public review as is given to a draft EIR. This supplement to the “Gonzales 2010 General Plan Environmental Impact Report” (GP EIR) will be circulated by itself without re-circulating the GP EIR.

In deciding whether to approve the proposed project, the Gonzales City Council will consider the previous EIR as revised by this supplement. A finding under Section 15091 will be made for each significant effect shown in the previous EIR as revised by this supplemental EIR.

This supplemental environmental impact report (Supplemental EIR) has been prepared by the City of Gonzales pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines). The most recently revised CEQA Guidelines became effective on March 18, 2010, and these

updated guidelines are used in this EIR. The City of Gonzales is the lead agency for this Supplemental EIR.

The Supplemental EIR is a public informational document for use by governmental agencies and the public. It is intended to: a) identify and evaluate potential environmental consequences of the proposed project; b) to identify feasible mitigation measures that would lessen or avoid significant adverse impacts; and c) to identify and examine feasible project alternatives capable of lessening or avoiding the project's significant impacts. The information contained in this Supplemental EIR will be reviewed and considered by the lead agency prior to its action to approve, disapprove, or modify the proposed project.

## 1.1 SUPPLEMENT TO PROGRAM-LEVEL EIR

This Supplemental EIR supplements the GP EIR, which was a program-level EIR that evaluated the environmental impacts of adopting an updated General Plan for the City of Gonzales. The Supplemental EIR and the GP EIR together constitute a first-tier environmental document upon which second-tier environmental documents such as project EIRs, focused EIRs, or mitigated negative declarations may be based.

## 1.2 ENVIRONMENTAL REVIEW PROCESS

This Supplemental EIR will be published and circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day period. The Supplemental EIR will also be available for review and comment on the internet, accessible at: <http://www.ci.gonzales.ca.us>. The public review period will be from October 30, 2012 through December 14, 2012. All comments or questions about the Supplemental EIR should be addressed to:

Thomas Truskowski  
Community Development Director  
City of Gonzales  
P.O. Box 647 / 147 Fourth Street  
Gonzales, CA 93926

Following the public review, responses to comments received on the Supplemental EIR and submitted within the specified review period will be prepared and included in the Final Supplemental EIR. The City of Gonzales will then review and consider the Final Supplemental EIR prior to any decision to approve, revise and approve, or reject the



*Gonzales Climate Action Plan*. Prior to approval of the project, the City of Gonzales must certify the Supplemental EIR as complete and adequate.

### 1.3 ORGANIZATION OF THE SUPPLEMENTAL EIR

The Supplemental EIR begins with this Introduction (Chapter 1). The chapters following the Introduction are organized as follows:

**Chapter 2, Revised Summary**, provides a revised figure (Figure 2.2.1—Summary of Impacts and Mitigations) summarizing the impacts of the *Gonzales 2010 General Plan* as amended and as implemented by the *Gonzales Climate Action Plan*.

**Chapter 3, Revised Project Description**, provides a detailed explanation of how the proposed project changes the project description contained in the “Gonzales 2010 General Plan Environmental Impact Report.”

**Chapter 4, Revised Analysis of Greenhouse Gas Emission Impacts**, contains a revised analysis of greenhouse gas (GHG) impacts in relation to the *Gonzales 2010 General Plan* as supplemented and amended by the proposed project. The discussion is divided into an introductory paragraph that describes the scope of GHG emission impacts and sets forth thresholds of significance for potential impacts, an environmental setting section that describes baseline GHG emissions, and a discussion of impacts and mitigation measures section that describes the impacts of the proposed project and proposed mitigation measures.

**Chapter 5, Revised Bibliography**, provides a revised list of documents used in the preparation of the *Gonzales 2010 General Plan* as supplemented and amended by the proposed project.

Changes to the original “Gonzales 2010 General Plan EIR” are shown in ~~strikeout~~ (for deleted text) and underline (for new text).

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## CHAPTER 2. REVISED SUMMARY

This chapter provides a revised figure (Figure 2.2.1—Summary of Impacts and Mitigations) summarizing the impacts of the *Gonzales 2010 General Plan* as amended and as implemented by the *Gonzales Climate Action Plan*.

### 2.0 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a project, including effects on land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. The criteria used to determine whether or not GHG emission impacts are significant are included in the introductory part of Chapter 4 of this Supplemental EIR. This Supplemental EIR presents information on only GHG emission impacts and impacts associated with the proposed project.

Potential environmental impacts related only to greenhouse gas emissions of the revised project are summarized in Figure 2.2.1. This figure lists impacts and mitigation measures in three major categories: 1) significant unavoidable impacts, 2) significant unavoidable cumulative impacts, and 3) less than significant impacts with mitigation measures. For each impact related to greenhouse gas emissions, the figure includes a summary of mitigation measure(s). Please refer to Chapter 4, Impacts and Mitigation Measures, for a complete discussion of each GHG emission impact and associated mitigation.

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Figure 2.2.1: Revised Summary of Impacts and Mitigations Related to GHG Emission Impacts

Environmental Impact	Mitigation Measures (See also the GP diagrams, policies, and implementing actions cited in Chapter 4)
<p>-----Significant Unavoidable Impacts-----                      (These are impacts that remain significant even after all feasible mitigation has been applied)</p>	
<p><b>4.6 GREENHOUSE GAS EMISSIONS</b></p>	<p><b>Mitigation Measure GHG-1: Citywide Climate Action Plan</b>                      The City shall complete work currently underway on, and then adopt, a citywide climate action plan with the objective of meeting a GHG emissions reduction trajectory consistent with State law (currently codified in Health and Safety Code 38500 et seq. (AB 32) and Executive Order S-03-05). The City, in setting the trajectory, shall recognize the likelihood that Gonzales may bear a much larger percentage of growth than other more mature communities in the State and that an appropriate scaling of the State targets set forth in AB 32 and Executive Order S-03-05 would allow a citywide increase in GHG emissions as the City implements the Gonzales 2010 General Plan. This allowable increase in GHG emissions shall be tempered by appropriate measures to limit GHG emissions from new development on a per capita basis, while achieving actual reductions in such emissions from existing uses in the planning area (i.e., uses in place as of the date of certification of the Gonzales 2010 General Plan EIR). The limits to be established for per capita GHG emissions shall be indexed to realistic targets that are readily achievable using GHG Best Management Practices identified as part of the citywide climate action plan. Targets for reducing GHG emissions in existing development shall, at a minimum, be a 15 percent reduction from the baseline identified in the GHG Inventory conducted as part of the citywide climate action plan. GHG Best Management Practices shall include but not be limited to:</p> <ul style="list-style-type: none"> <li>• Increased energy efficiency beyond Title 24</li> <li>• Use of electrically powered landscape equipment and outdoor electrical outlets</li> <li>• Installation of green roofs</li> <li>• Installation of solar or tank-less water heaters</li> <li>• Installation of solar panels</li> <li>• Increased diversity and/or density of land use mix</li> <li>• Provision of necessary infrastructure and treatment to allow use of graywater/ recycled water for outdoor irrigation</li> <li>• Installation of rainwater collection systems</li> </ul>
<p>Impact GHG-1 (Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment)</p>	

Environmental Impact	Mitigation Measures (See also the GP diagrams, policies, and implementing actions cited in Chapter 4)
	<ul style="list-style-type: none"> <li>• Provision of composting facilities at residential sites</li> <li>• Incorporation of all other measures in Figure 4.7.2 above that are identified as being appropriate for implementation in Gonzales.</li> </ul> <p>The City shall adopt a citywide climate action plan as outlined above prior to the adoption of any Specific Plan in the Urban Growth Area.</p> <p><b><u>Mitigation Measure GHG-2: Implementation of GHG Best Management Practices</u></b>                      The City shall require Specific Plans and development approvals to contain a plan to implement GHG Best Management Practices, as outlined above, that would result in achieving the limits on GHG emissions adopted as part of the citywide climate action plan.</p> <p><b><u>Mitigation Measure GHG-3: Timeframe to Adopt Green Building Code</u></b>                      The City shall adopt the “California Green Building Standards (CALGreen) Code,” which becomes effective on January 1, 2011, by July 1, 2011.</p>

----- Significant Unavoidable Cumulative Impacts -----

(These are cumulative impacts that remain significant even after all feasible mitigation has been applied)

<p><u>Greenhouse Gas Emissions [Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment]</u></p>	<p>This is listed above as a significant and unavoidable impact. By definition, the environmental effects associated with greenhouse gas emissions are cumulative impacts. As such, the reader should refer to the analysis contained in Section 4.6 (Greenhouse Gas Emissions) for a discussion of cumulative impacts related to greenhouse gas emissions.</p> <p>See descriptions of Mitigation Measures GHG-1, GHG-2, and GHG-3, above.</p>
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----- Less than Significant Impacts with Mitigation Measures -----

(These are impacts that become less than significant after all feasible mitigation has been applied)

<p><b>4.6 Greenhouse Gas Emissions</b></p>	
<p><u>Impact GHG-1 [Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment]</u></p>	<p><b><u>Mitigation Measure GHG-1: Citywide Climate Action Plan.</u></b>                      The City shall complete work currently underway on, and then adopt, a citywide climate action plan with the objective of meeting a GHG emissions reduction trajectory consistent with State law (currently codified in Health and Safety Code 38500 et seq. (AB 32) and Executive Order S-03-05). The City, in setting the trajectory, shall recognize the likelihood that Gonzales may bear a much</p>

Environmental Impact	Mitigation Measures (See also the GP diagrams, policies, and implementing actions cited in Chapter 4)
	<p><u>larger percentage of growth than other more mature communities in the State and that an appropriate scaling of the State targets set forth in AB 32 and Executive Order S-03-05 would allow a citywide increase in GHG emissions as the City implements the <i>Gonzales 2010 General Plan</i>. This allowable increase in GHG emissions shall be tempered by appropriate measures to limit GHG emissions from new development on a per capita basis, while achieving actual reductions in such emissions from existing uses in the planning area (i.e., uses in place as of the date of certification of the <i>Gonzales 2010 General Plan EIR</i>). The limits to be established for per capita GHG emissions shall be indexed to realistic targets that are readily achievable using GHG Best Management Practices identified as part of the citywide climate action plan. Targets for reducing GHG emissions in existing development shall, at a minimum, be a 15 percent reduction from the baseline identified in the GHG Inventory conducted as part of the citywide climate action plan. The City shall adopt a citywide climate action plan as outlined above prior to the adoption of any Specific Plan in the Urban Growth Area.</u></p> <p><b>Mitigation Measure GHG-2: Implementation of Citywide Climate Action Plan.</b>  <u>The City shall require Specific Plans and development approvals to contain a plan that would result in achieving the limits on GHG emissions adopted as part of the citywide climate action plan.</u></p> <p><b>Mitigation Measure GHG-3: Timeframe to Adopt Green Building Code</b>  <u>The City shall adopt the “California Green Building Standards (CALGreen) Code,” which becomes effective on January 1, 2011, by July 1, 2011. (This measure was completed on 01/03/2011)</u></p>
<b><u>Cumulative Greenhouse Gas Emissions</u></b>	
<u>Greenhouse Gas Emissions [Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment]</u>	<p><u>This is listed above as a less-than-significant impact with mitigation. By definition, the environmental effects associated with greenhouse gas emissions are cumulative impacts. As such, the reader should refer to the analysis contained in Section 4.6 (Greenhouse Gas Emissions) for a discussion of cumulative impacts related to greenhouse gas emissions.</u></p> <p><u>See descriptions of Mitigation Measures GHG-1, GHG-2, and GHG-3, above.</u></p>

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## CHAPTER 3. REVISED PROJECT DESCRIPTION

This chapter provides a detailed explanation of how the proposed project changes the project description contained in the “Gonzales 2010 General Plan Environmental Impact Report.”

### 3.0 PROJECT CHARACTERISTICS

Chapter 3, Section 3.2 of the GP EIR is hereby supplemented and revised to include the following additional information.

The proposed project includes the adoption of *Gonzales Climate Action Plan (CAP)* as an implementing action of the *Gonzales 2010 General Plan (2010 GP)* and amendment of the 2010 GP to include updated information on greenhouse gas (GHG) emissions. The Gonzales CAP is an outgrowth of the GP EIR, which contained Mitigation Measure GHG-1 (Citywide Climate Action Plan) calling for the adoption of a climate action plan prior to the approval of Specific Plans and other new development proposals.

The purpose of the Gonzales CAP is to identify how Gonzales will achieve near-term GHG emission reduction targets and to create a path to achieving long-term targets. The Gonzales CAP provides GHG reduction targets and associated measures in the sectors of energy use, transportation, land use, water, and solid waste. Specifically, the Gonzales CAP:

- Identifies sources of greenhouse gas emissions from sources within the City of Gonzales’ jurisdictional/political boundary and within its identified growth area and estimates how these emissions may change over time;
- Establishes targets for GHG emission reduction consistent with the direction of the State of California through the Global Warming Solutions Act (AB 32), Governor’s Order S-03-05, and Public Resources Code Section 21083.3. [The California Environmental Quality Act (CEQA) Guidelines encourage the adoption of policies or programs as a means of addressing comprehensively the cumulative impacts of projects (see CEQA Guidelines, § 15064, subd. (h)(3), § 15130, subd. (d).)];
- Provides methods for reducing Gonzales’ greenhouse gas emissions and discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented; and

- Provides substantial evidence that the emissions reductions estimated in the Climate Action Plan are feasible.
- Consistent with CEQA Guidelines § 15183.5, establishes a plan for the reduction of greenhouse gas emissions that may be used by the City of Gonzales as a basis to determine that a project’s incremental contribution to a cumulative GHG emission effect is not cumulatively considerable, provided the project complies with the requirements of the established plan.

## CHAPTER 4. REVISED ANALYSIS OF GREENHOUSE GAS EMISSION IMPACTS

The following is an excerpt from the Gonzales 2010 General Plan EIR—Section 4.6—which has been edited to include updated information on GHG emissions and revised analysis of the impacts likely to accompany the proposed project.

### 4.6 GREENHOUSE GAS EMISSIONS

This section evaluates the potential impacts associated with Greenhouse Gas (GHG) emissions from development under the *Gonzales 2010 General Plan*. The impact analysis is quantitative (where data are reasonably available) and qualitative otherwise. This analysis was prepared by Don Ballanti, Certified Consulting Meteorologist, and supplemented by Martin Carver, AICP, Coastplans.

#### 4.6.1 ENVIRONMENTAL SETTING

The following subsection describes existing conditions in the planning area.

##### 4.6.1.1. BACKGROUND

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns, over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, that may be attributed to accumulation of greenhouse gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e. fuels containing carbon), in conjunction with other human activities, is linked to global warming.<sup>1</sup>

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<sup>1</sup> OPR Technical Advisory Letter on CEQA and Climate Change, June 19, 2008

State law defines greenhouse gasses to include the following: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. Greenhouse gas emissions mix in the atmosphere; therefore, emissions from anywhere in the world can affect the climate everywhere. Consequently, greenhouse gas emissions from local communities may contribute to global warming impacts across California, the U.S. and the world.

Carbon dioxide is the “reference gas” for climate change, meaning that emissions of GHGs are typically reported in “carbon dioxide-equivalent” (CO<sub>2</sub>-eq CO<sub>2</sub>e) measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.<sup>2</sup> Secondary effects are likely to include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Air Resources Board (ARB) estimated that in 2006 California produced about 485 million gross metric tons (about 535 million U.S. tons) of CO<sub>2</sub>-eq CO<sub>2</sub>e GHG emissions.<sup>3</sup> The ARB found that transportation is the source of 38 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22

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<sup>2</sup> California Air Resources Board, Climate Change website (<http://www.arb.ca.gov/cc/ccei/meetings/120106workshop/intropres12106.pdf>).

<sup>3</sup> Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.<sup>4</sup>

California has taken a leadership role in addressing the trend of increasing GHG emissions, with the passage in 2006 of California Assembly Bill 32 (AB 32), the Global Warming Solutions Act. This legislation is discussed below, under Regulatory Setting.

#### 4.6.1.2. REGULATORY SETTING

##### Federal

In December 2009, in response to a U.S. Supreme Court ruling, the federal Environmental Protection Agency (EPA) made a finding under the Clean Air Act that current and projected atmospheric concentrations of the six generally recognized GHGs—CO<sub>2</sub>, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—“threaten the public health and welfare of current and future generations,” and that emissions of these gases from new cars and trucks “contribute to the greenhouse gas pollution which threatens public health and welfare.”<sup>5</sup>

While not in itself imposing any regulatory requirements, this “endangerment finding” under the Clean Air Act is required before EPA can issue regulations, and will allow the agency to adopt GHG emissions standards that it proposed in September 2009, in conjunction with new fuel economy standards simultaneously proposed by the National Highway Traffic Safety Administration of the U.S. Department of Transportation. The standards proposed would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO<sub>2</sub>) per mile in model year 2016, equivalent to 35.5 miles per gallon (mpg) if the automotive industry were to meet this CO<sub>2</sub> level all through fuel economy improvements.<sup>6</sup>

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<sup>4</sup> California Air Resources Board, *California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan*. [http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_2009-03-13.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf).

<sup>5</sup> EPA website: <http://www.epa.gov/climatechange/endangerment.html>. Reviewed March 24, 2010.

<sup>6</sup> EPA, *EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks*, September 2009.

The Department of Transportation published a Draft Environmental Impact Statement for proposed Corporate Average Fuel Economy (CAFE) Standards; the comment period closed November 9, 2009.<sup>7</sup> In a related action, in June 2009, EPA granted California a waiver under the federal Clean Air Act, allowing the state to impose its own, stricter GHG regulations for vehicles beginning in 2009 (see below).

### State

#### AB 32

The regulatory setting addressing climate change and greenhouse gas emissions is fluid and changing rapidly. The passage of the California Global Warming Solutions Act (Assembly Bill 32) in 2006, which declares that “global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California,” launched statewide efforts to address climate change. AB 32 requires that the state’s global warming emissions be reduced to 1990 levels by the year 2020 and directs the California Air Resources Board to develop regulations and establish a reporting and monitoring system to track global warming emissions levels. Senate Bill 97 followed in 2007, which directs the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines “for mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions” by July 1, 2009, and directed the Resources Agency to certify and adopt the CEQA Guidelines by January 1, 2010.

On December 11, 2008, ARB approved a Scoping Plan to meet the 2020 GHG reduction limits outlined in AB 32. The Scoping Plan estimates a reduction of 174 million metric tons (about 191 million U.S. tons) of  $\text{CO}_2\text{-e}$ . Approximately one-third of the emissions reductions strategies fall within the transportation sector and include the following: California Light-Duty Vehicle GHG standards, Low Carbon Fuel Standard, Heavy-Duty Vehicle GHG emission reductions and energy efficiency, and medium and heavy-duty vehicle hybridization, high speed rail, and efficiency improvements in goods movement. These measures are expected to reduce GHG emissions by 57.3 million metric tons (63 million U.S. tons) of  $\text{CO}_2\text{-e}$ . Emissions from the electricity sector are expected to be reduced another 49.7 million metric tons (55 million U.S. tons) of  $\text{CO}_2\text{-e}$

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<sup>7</sup> National Highway Traffic Safety Administration, *Draft Environmental Impact Statement: Corporate Average Fuel Economy Standards, Passenger Cars and Light Trucks, Model Years 2012-2016*. September 2009.

CO<sub>2</sub>e. Reductions from the electricity sector include building and appliance energy efficiency and conservation, increased combined heat and power, solar water heating (AB 1470), the renewable energy portfolio standard (33 percent renewable energy by 2020), and the existing “million solar roofs” program. Other reductions are expected from industrial sources, agriculture, forestry, recycling and waste, water, and emissions reductions from cap-and-trade programs. Regional GHG targets are also expected to yield a reduction of 5 million metric tons (5.5 million U.S. tons) of ~~CO<sub>2</sub>e~~ CO<sub>2</sub>e.<sup>8</sup>

While ARB has identified a GHG reduction target of 15 percent from current levels for actions by local governments themselves, it has not yet determined what amount of GHG emissions reductions it recommends from local government land use decisions. However, the Scoping Plan does state that successful implementation of the plan relies on local governments’ land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions. ARB further acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors.

### SB 375

SB 375, enacted in October, 2008, is designed to connect the reduction of GHG emissions from cars and light trucks to land use and transportation policy. SB 375 asserts that “without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” Accordingly, SB 375 has three goals: 1) to use the regional transportation planning process to help achieve AB 32 goals; 2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GHG emissions; and 3) to coordinate the regional housing needs allocation process with the regional transportation planning process.

SB 375 requires the California Air Resources Board (CARB) to establish GHG emission reduction targets for each region (as opposed to individual cities or households). Then each region’s metropolitan planning organization—such as the Association of Monterey

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<sup>8</sup> California Air Resources Board, *California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan* .[http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_2009-03-13.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf).

Bay Area Governments (AMBAG)—must create a “sustainable communities strategy” as part of the Regional Transportation Plan that will meet the target for the region. No “on-the-ground” change is likely to be seen for several years, after AMBAG actually adopts the “sustainable communities” plan called for in the law.

### Local and Regional Efforts

At the time this Draft EIR was prepared, the City had initiated work on a climate action plan. As part of this effort, the City had implemented the “Gonzales Grows Green” leadership initiative to educate and train businesses, industry, and residents on waste reduction and recycling. The City had also cooperated with AMBAG on the preparation of a 2005 Baseline Report that assessed City GHG emissions<sup>9</sup> and initiated communication and coordination with the California Attorney General’s Office on greenhouse gas planning efforts as a means of framing a work program. The City was also in the process of evaluating a proposal to complete preparation of a climate action plan and considering alternatives for financing the effort. Finally, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) has undertaken a process to establish CEQA thresholds of Significance for greenhouse gases. In its April 30, 2012 memorandum, the MBUAPCD recommended a threshold of 10,000 metric tons (MT) of CO<sub>2</sub>e per year for stationary source projects and a threshold of 2,000 MT CO<sub>2</sub>e per year for land-use projects. In addition, the MBUAPCD recommended that individual projects not be subject to a CEQA GHG significance threshold if the project can tier from a climate action plan (CAP). The MBUAPCD has not finalized these thresholds as of this writing.

#### 4.6.2 THRESHOLDS OF SIGNIFICANCE

The Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

CEQA Guidelines provide that a project would have a significant adverse effect on the environment if it met any of the standards of significance listed below.

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<sup>9</sup> AMBAG. ~~2009~~ 2011. City of Gonzales Local Government Operations Greenhouse Gas Emissions Inventory: 2005 Baseline Report.



- ❖ Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- ❖ Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Neither the Monterey Bay Unified Air Pollution Control District nor the State of California have established numerical thresholds of significance for greenhouse gas emissions for either individual projects or general plans. As discussed above, however, the MBUAPCD has proposed—but not yet adopted—numerical thresholds and recommended that projects in jurisdictions that comply with an adopted qualified climate action plan be exempt from MBUAPCD thresholds.

### 4.6.3 IMPACTS AND MITIGATIONS

#### 4.6.3.1. GENERATION OF GREENHOUSE GASES

##### Impact

**Impact GHG-1: In the absence of any adopted numerical thresholds of significance and uncertainty about the timing and effectiveness of State programs to reduce greenhouse gas emissions statewide, it cannot be determined that buildout under the General Plan will not result in greenhouse gas emissions that may have a significant impact on the environment (~~Significant and Unavoidable~~ Less than Significant with Mitigation Measures).**

The proposed project would enable development activity that would generate greenhouse gas emissions. Potential greenhouse gas emissions related to ~~buildout~~ growth under the *Gonzales 2010 General Plan* were calculated by AMBAG and published in: “City of Gonzales Greenhouse Gas Emissions Inventory 2005 Baseline Report” (AMBAG, April 2011). using estimated incremental increases in trip generation, population, employment, water consumption and solid waste production. The calculation of greenhouse gas emissions associated with general plan buildout is detailed in Appendix D. Much of the information contained in Appendix D—information related to GHG emissions through 2050—has been rendered obsolete in the course of preparing the Gonzales CAP, which contains newer and more reliable information. For information on estimated and projected GHG emissions related to growth through 2050, one should refer to the Gonzales CAP. For information on estimated and projected GHG emission related to

growth beyond 2050, Appendix D remains the best source of information available. The analysis provides a general inventory of new future sources but does not attempt to characterize all emissions such as those related to industry or refrigerants, or the benefits from carbon sequestration from trees.

Greenhouse gas emissions from projected growth in Gonzales under buildout of the proposed Urban Growth Area (approximately 2050) ~~alone and together with buildout of the Urban Reserve~~ are shown by source type in Figure 4.6.1. Emissions are expressed as CO<sub>2</sub> equivalent metric tons per year (MT CO<sub>2</sub>e). The emissions in Figure 4.6.1 are based on current emission factors that do not include the effects of either the State programs to reduce greenhouse emissions nor the effect adopted General Plan policies and implementation actions would have in reducing emissions from future growth.

**Figure 4.6.1: Long-Term GHG Emission Projections, 2020 to 2050, in Metric Ton per Year (MT CO<sub>2</sub>e)**

<u>Item</u>	<u>2020 CO<sub>2</sub>e</u>	<u>Percent of Total</u>	<u>Annual Growth Rate</u>	<u>2050 CO<sub>2</sub>e</u>	<u>Percent of Total</u>	<u>Change</u>
<u>Residential Emissions</u>	<u>11,845</u>	<u>27.8%</u>	<u>0.0348</u>	<u>33,055</u>	<u>30.5%</u>	<u>21,210</u>
<u>Commercial and Industrial Emissions</u>	<u>14,180</u>	<u>33.3%</u>	<u>0.0348</u>	<u>39,571</u>	<u>36.5%</u>	<u>25,391</u>
<u>Transportation Emissions</u>	<u>8,232</u>	<u>19.3%</u>	<u>0.0348</u>	<u>22,971</u>	<u>21.2%</u>	<u>14,739</u>
<u>Waste Generation Emissions</u>	<u>2,773</u>	<u>6.5%</u>	<u>0.0348</u>	<u>7,739</u>	<u>7.1%</u>	<u>4,966</u>
<u>Government Operations</u>	<u>1,788</u>	<u>4.2%</u>	<u>0.0348</u>	<u>4,988</u>	<u>4.6%</u>	<u>3,201</u>
<u>Subtotal</u>	<u>38,818</u>	<u>91.2%</u>		<u>108,326</u>	<u>100.0%</u>	<u>69,507</u>
<u>Agricultural Operations</u>	<u>3,746</u>	<u>8.8%</u>		<u>0</u>	<u>0.0%</u>	<u>-3,746</u>
<u>Total</u>	<u>42,564</u>	<u>100.0%</u>		<u>108,326</u>	<u>100.0%</u>	<u>65,762</u>

*Source: Draft Gonzales Climate Action Plan, 2012*

Greenhouse gas emission projections for Urban Growth Area plus the Urban Reserve Area (beyond 2050) are show in Figure 4.6.2 below.

Figure 4.6.2: Greenhouse Gas Emissions Associated with General Plan Buildout, in Metric Tons per Year ( $\text{CO}_2\text{-eq}$  MT  $\text{CO}_2\text{e}$ )

Source	Gonzales 2010 General Plan	
	Growth Area	Growth Area +Urban Reserve
Vehicles	65,680	106,799 <u>96,605</u>
Natural Gas Combustions	23,841	34,599 <u>30,899</u>
Electricity	27,287	38,124 <u>33,889</u>
Water Conveyance	144	246 <u>224</u>
Wastewater Treatment	249	424 <u>385</u>
Solid Waste Decomposition	11,026	15,198 <u>13,487</u>
Total	125,579	195,351 <u>175,489</u>

Source: Don Ballanti, 2010; *Coastplans*, 2012

Buildout of the Urban Growth Area would increase greenhouse gas emissions by ~~125,579~~ approximately 108,000 MT  $\text{CO}_2\text{e}$ . ~~metric tons per year  $\text{CO}_2\text{-eq}$~~ . This represents about ~~0.029~~ 0.025 percent of the year 2020 emissions limit established for the State of California as required by AB 32. Buildout of the Urban Growth Area and Urban Reserve ~~by 2035~~ beyond 2050 would increase greenhouse gas emissions by 195,351 metric tons per year. This represents about 0.045 percent for the year 2020 emissions limit established by the State of California as required by AB 32.

The California Attorney General's (AG) Office submitted issues to the City of Petaluma in a letter dated January 3, 2008, and the Monterey Bay Area Unified Air Pollution Control District requested in its response to the Notice of Preparation that these issues be addressed in the this DEIR. The AG letter addressed issues related to greenhouse gas emissions, and a discussion of each issue is presented in Figure ~~4.6.2~~ 4.6.3 below:

Figure 4.6.2 4.6.3: Issues Raised by AG Letter to City of Petaluma

AG Issue Area	Discussion
CEQA Requirements	The Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010
Potential Mitigation Measures:	
✓ Mandatory mixed uses in all commercial development	Not appropriate for Gonzales; this is optional and encouraged in the Downtown Mixed Use Designation and the Community Commercial Core Area designation.
✓ Additional mixed-use sites	<del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1</del> <u>The City of Gonzales has opted to meet its GHG reduction goals without employing this program; see the Gonzales Climate Action Plan. This program is not appropriate for Gonzales at this time.</u>
✓ Incentives for mixed-use development	<del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1</del> <u>The City of Gonzales has opted to meet its GHG reduction goals without employing this program; see the Gonzales Climate Action Plan. This program is not appropriate for Gonzales at this time.</u>
✓ Increased density for SFDs	The <i>Gonzales 2010 General Plan</i> requires new residential development to achieve a minimum of 7 to 9 dwelling units per gross acre. This is substantially higher than existing development in Gonzales.
✓ Require high end of density range	See response above.
✓ Heat Island Mitigation Plan	<del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1</del> <u>The City of Gonzales has opted to meet its GHG reduction goals without employing this program; see the Gonzales Climate Action Plan. This program is not appropriate for Gonzales at this time.</u>

AG Issue Area	Discussion
<ul style="list-style-type: none"> <li>✓ Strengthen policies to support walking, biking, and carpooling and to reduce congestion around schools</li> </ul>	<p>The <i>Gonzales 2010 General Plan</i> requires new development to be neighborhood based and consistent with adopted Neighborhood Design Guidelines. These guidelines require schools to be centrally located in small- to medium-sized neighborhoods and for neighborhoods to achieve a high level of connectivity to promote walking and bicycling. See Circulation Element Policy CIR-2.3 and Implementing Actions CIR-2.3.1 and CIR-2.3.2.</p>
<ul style="list-style-type: none"> <li>✓ Add policy to require locating schools such that opportunities for walking and bicycling are maximized</li> </ul>	<p>See “Land Use Element” Implementing Action LU-9.1.1 – Location of New Schools</p>
<ul style="list-style-type: none"> <li>✓ Develop comprehensive parking management strategy to encourage walking, bicycling, carpooling, and transit use</li> </ul>	<p>Not appropriate for Gonzales</p>
<ul style="list-style-type: none"> <li>✓ Evaluate actions to increase ridesharing and transit use</li> </ul>	<p><del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1</del> <u>The City of Gonzales has coordinated with the Transportation Agency for Monterey County (TAMC) to identify infill sites in the downtown area. TAMC has instituted a fee break for development on those infill properties. In addition, the <i>Gonzales 2010 General Plan</i> requires neighborhood-based development that includes higher densities in centralized areas—a measure that supports future transit and ridesharing development.</u></p>
<ul style="list-style-type: none"> <li>✓ Give priority to infrastructure and amenities in mixed-use and high-density areas</li> </ul>	<p><del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1</del> <u>The <i>Gonzales 2010 General Plan</i> requires neighborhood-based development that includes higher densities in centralized areas—a measure that places a priority on infrastructure and amenities in mixed use and high-density areas.</u></p>
<ul style="list-style-type: none"> <li>✓ Accelerate schedule for climate action plan</li> </ul>	<p>This is addressed in Mitigation Measure GHG-1. See also “Sustainability Element” Implementing Action SUS-1.1.2 – Establish Regional Targets and Implementing Action SUS-1.1.3 – Support Gonzales Grows Green Initiatives</p>
<ul style="list-style-type: none"> <li>✓ Require sustainable site planning and green building practices</li> </ul>	<p>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1</p>
<ul style="list-style-type: none"> <li>✓ Specify a timeframe for adopting green building ordinance</li> </ul>	<p>This is addressed in Mitigation Measure GHG-2. See also “Sustainability Element” Implementing Action SUS-1.6.2 – Standards for Green Building.</p>

AG Issue Area	Discussion
<ul style="list-style-type: none"> <li>✓ Require recycling in all buildings</li> </ul>	<p><del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1. The City of Gonzales operates a voluntary recycling program for commercial and multi-family development, and this program has a proven history of effectiveness. The Gonzales Climate Action Plan contains a program to increase landfill diversion in existing and new development to 75 percent by 2020 (CAP-15-E and CAP-23-N). Mandatory recycling programs are not appropriate for Gonzales at this time.</del></p>
<ul style="list-style-type: none"> <li>✓ Specify sources of renewable power that the City will investigate and implement including: installing solar photovoltaic systems to generate electricity for city buildings and operations; using methane to generate electricity at the City wastewater treatment plant; and installing combined heat and power systems</li> </ul>	<p>See “Sustainability Element” Implementing Action SUS-1.6.1 – Energy Efficient Buildings and Implementing Action SUS-1.5.1 – Renewal Energy Systems.</p>
<ul style="list-style-type: none"> <li>✓ Require energy efficiency and water conservation upgrades to existing non-residential buildings at the time of sale, remodel, or additions</li> </ul>	<p><del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1. The Gonzales Climate Action Plan includes an energy retrofit program for existing non-residential development (CAP-12-E). Time-of-sale retrofit mandates are not appropriate for Gonzales at this time.</del></p>
<ul style="list-style-type: none"> <li>✓ Require new residential development to participate in the California Energy Commission New Solar Homes Partnership and include onsite solar photovoltaic systems in at least 50 percent of all residential buildings</li> </ul>	<p><del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1. The State of California is expected to require net-zero-energy construction in new residential development by 2020. This program is not appropriate for Gonzales at this time.</del></p>
<ul style="list-style-type: none"> <li>✓ Require onsite solar generation of electricity in new retail/commercial buildings and parking lots/garages (solar carports)</li> </ul>	<p><del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1. The Gonzales Climate Action Plan includes a program to develop new solar power generation capacity in new commercial development (CAP-21-N).</del></p>
<ul style="list-style-type: none"> <li>✓ Develop a program to provide innovative, low-interest financing for energy efficiency and renewable energy projects</li> </ul>	<p>Not appropriate for Gonzales</p>

AG Issue Area	Discussion
<p>✓ Adopt stronger requirements for use of recycled and reclaimed water, including: requiring installation of graywater systems in new buildings, if feasible, to allow use of recycled water for irrigation; requiring new buildings to include plumbing for graywater systems; requiring new development to provide the infrastructure needed for the City to deliver the reclaimed water to the property for use in irrigation, if feasible</p>	<p>See “Sustainability Element” Implementing Action SUS-1.11.3 – Wastewater Recovery. See also “Community Facilities and Services Element” Implementing Action FS-3.1.4 – Upgrade Quality of Effluent.</p> <p><del>To be incorporated into Climate Action Plan required by Mitigation Measure GHG-1. The City of Gonzales has opted to meet its GHG reduction goals without employing this program; see the Gonzales Climate Action Plan. Adopting stronger requirements is not appropriate for Gonzales at this time.</del></p>

**Applicable Policies and Regulations**

The *Gonzales 2010 General Plan’s “Sustainability Element”* contains the following policies and implementing measures designed to reduce greenhouse gas emissions from future development.

**Policy SUS-1.1 Climate Protection Strategies**

The City shall continue to pursue strategies designed to reduce greenhouse gas production and increase the production and use of renewable energy.

*Implementing Action SUS-1.1.1 – Conduct a GHG Inventory.* The City will complete work in progress to establish a baseline inventory of GHG emissions including municipal emissions, and emissions from all business sectors and the community using methods approved by, or consistent with guidance from, the California Air Resources Board.

*Implementing Action SUS-1.1.2 – Establish Regional Targets.* Work with AMBAG in the process of identifying regional targets and implementing various programs for reducing GHG emissions and promoting sustainability.

*Implementing Action SUS-1.1.3 –Support Gonzales Grows Green Initiatives.* The City shall continue to address climate change through the Gonzales Grows Green Initiatives which provide a local mechanism for carrying out strategies to reduce GHG gas emissions. Key program objectives include:

- ✓ Improve environmental consciousness of government, businesses and its citizenry.
- ✓ Promote Gonzales as an incubator for environmental business development
- ✓ Fund some services through cooperative ventures involving sustainability.
- ✓ Become known both regionally and beyond for its “GONZALES GROWS GREEN” Sustainable Community Initiative (G3)
- ✓ Assist Gonzales in “doing the right things” for its entire community with a focus on ecology, economy and equity.

*Implementing Action SUS-1.1.4 – Monitor Performance.* Regularly assess progress and program needs, identifying opportunities and obstacles for meeting GHG emission reduction goals.

### Policy SUS-1.2 Sustainable Land Use Patterns

Encourage sustainable and efficient land use patterns that promote walkability, reduce vehicular trips, and preserve open space and long-term agricultural lands.

*Implementing Action SUS-1.2.1 – Implement Neighborhood Design Guidelines.* Utilize the Neighborhood Design Guidelines, Specific Plans, and other General Plan implementation programs as appropriate to establish and maintain sustainable land use patterns.

### Policy SUS-1.3 Promote Green Industries

Promote the development of “clean” or “green” sector industries that benefit Gonzales’ environment and economy.

*Implementing Action SUS-1.3.1 – New Industries.* Promote industries that are using or developing technologies or processes to make better use of resources, reduce pollution, to allow for greater use of renewable resources, or to achieve other environmental benefits.

*Implementing Action SUS-1.3.2 – Existing Industries.* Encourage energy efficiency and innovation in existing industries and as an integral part of economic development.



*Implementing Action SUS-1.3.3 – Agricultural Industries.* Recognizing the importance of the agricultural industry to the local and regional economy, support efforts by the agricultural processors to achieve cost-effective reductions in energy consumed by agricultural operations (for example, cooling facilities) where economically and technically feasible.

#### Policy SUS-1.4 Reduce Transportation Generated GHG Emissions

Implement General Plan policies and Neighborhood Design Guidelines through specific plans, and develop and adopt new or amended regulations, programs, and incentives as appropriate to reduce transportation related GHG emissions by encouraging alternative modes of transportation and increased fuel efficiency.

*Implementing Action SUS-1.4.1 – Transportation Options:* Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for car pooling and public transit.

*Implementing Action SUS-1.4.2 – Public Transit Planning and Financing.* Consider long term options for making transit available in Gonzales, and for financing public transit, such as through impact fees (Transit Impact Development Fee). To compete effectively in the transportation marketplace, alternative transit modes need comprehensive route coverage, frequent service, and attractive and comfortable equipment. Local governments can help level the playing field by establishing new policies and priority for transportation expenditures and projects in communities.

*Implementing Action SUS-1.4.3 – Small-Scale Employment.* Promote small-scale employment such as live/work spaces and satellite work centers to reduce the total travel necessary for a worker.

*Implementing Action SUS-1.4.4 – Telecommunications.* Encourage the expansion of telecommunications Infrastructure.

#### Policy SUS-1.5 Increase Use of Renewable Energy

Increase the local use and production of renewable energy.

*Implementing Action SUS-1.5.1 – Renewable Energy Systems.* Encourage the local construction and use of renewable energy systems such as solar electric, wind power, methane power and biodiesel.

### *Policy SUS-1.6 Encourage Green Building Practices*

Employ sustainable or “green” building techniques for the construction and operation of buildings where feasible.

*Implementing Action SUS-1.6.1 – Energy Efficient Buildings.* Encourage the design and construction of energy efficient buildings where feasible using “green” technology and principles such as:

- ✓ Designing mechanical and electrical systems that achieve maximum energy efficiency with currently available technology
- ✓ Minimizing energy use through innovative site design and building orientation that address factors such as sun-shade patterns, prevailing winds, and sun screens
- ✓ Employing self-generation of energy using renewable technologies
- ✓ Combining energy efficiency measures that have longer payback periods with measures that have shorter payback periods
- ✓ Reducing levels of non-essential lighting, heating and cooling.

*Implementing Action SUS-1.6.2 – Standards for Green Building.* Consider developing and adopting interim and long-term standards for green building in addition to those identified in the California Green Building Code.

*Implementing Action SUS 1.6.3 – Municipal Buildings as Green Building Models.* Utilize green building practices in the design of new and major remodels to City buildings. Greening of public buildings should provide a model for private construction/retrofit.

*Implementing Action SUS 1.6.4 – Recycled Building Materials.* Promote the reuse of building material, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent feasible.

*Implementing Action SUS-1.6.5 – Construction/Demolition Recycling.* Develop standard conditions of approval for all new developments to prepare and implement a construction/demolition waste recycling plan as a condition of

project approval and entitlement. Enforce through the building inspection process.

*Implementing Action SUS-1.6.6 – Deconstruction.* Deconstruction is the process of dismantling a building in order to salvage select materials for reuse. Encourage the scheduling of time for deconstruction activities to take place during project demolition as appropriate.

*Implementing Action SUS-1.6.7 – Life-Cycle Costing.* Encourage use of life cycle costing in determining materials and construction techniques. Life cycle costing analyses the costs and benefits over the life of a particular product, technology or system.

*Implementing Action SUS-1.6.8 – Reduce Cooling Load.* Encourage use of cool roofing materials and parking lot design, and strategic tree planting in parking lots to reduce the need for mechanical cooling of buildings.

- ✓ Encourage the use of cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, to reduce heat build up.
- ✓ Plant trees and other vegetation to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots.
- ✓ Reduce heat build-up in parking lots through increased shading or use of cool paving materials as feasible.

*Implementing Action SUS 1.6.9 – Sustainable Landscape.* Implement sustainable landscape design and maintenance, where feasible.

- ✓ Encourage the use of integrated pest management to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers
- ✓ Encourage composting efforts through education, incentives, and other activities
- ✓ Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreations opportunities.

- ✓ Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate.
- ✓ Reduce use of lawn types that require high levels of irrigation.
- ✓ Implement water conservation measures in site/building design and landscaping.
- ✓ Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation.

### Policy SUS-1.7 Green Municipal Operations

Utilize green practices in conducting municipal operations.

*Implementing Action SUS-1.7.1 – Buy Energy Efficient Products.* Purchase municipal office equipment and appliances that are Energy Star products as feasible.

*Implementing Action SUS-1.7.2 – Green the City Fleet.* Purchase the most cost-effective and lowest emission vehicle possible. Reduce vehicle size while eliminating old and underused vehicles. Promote fleet use of biodiesel as appropriate.

*Implementing Action SUS 1.7.3 – Reduce Municipal Office Waste.* Reduce municipal waste going into landfills as a means of reducing methane emissions.

*Implementing Action SUS 1.7.4 – Recyclable Supplies.* Promote use of recycled paper products.

*Implementing Action SUS 1.7.5 – Building “Tune-ups”.* Encourage energy-efficiency retrofits or “tune-ups” of public buildings to reduce energy use and operational costs. Such projects can also serve as models for similar work in the private sector.

### Policy SUS 1.8 Public Awareness/Education

Support efforts to enhance public awareness and understanding of climate protection issues.

*Implementing Action SUS-1.8.1 – Sustainability Education.* Help educate the public, schools, other jurisdictions, professional associations, business and

industry about reducing global warming pollution and implementing sustainable practices.

#### Policy SUS-1.9 Improve Waste Management

Develop and adopt new or amended regulations, programs, and incentives as appropriate to reduce waste by improving management and recycling programs.

*Implementing Action SUS-1.9.1 – Renovate Instead of Demolish.* Reduce construction and demolition waste by encouraging renovating and adding on to existing buildings, rather than constructing new buildings where feasible.

*Implementing Action SUS 1.9.2 – Recycling Facilities.* Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.

*Implementing Action SUS 1.9.3 – Innovative Use of Waste Products.* Through the Gonzales Grows Green Initiatives, support the innovative use and re-use of waste products generated by businesses, government and citizens.

#### Policy SUS-1.10 Energy from Landfill

Work with the Salinas Valley Waste Authority to investigate opportunities to utilize energy produced or recovered from the Johnson Canyon Road landfill.

*Implementing Action SUS-1.10.1 – Methane Gas Recovery.* Support efforts to recover and convert methane gas to an energy source for use in fueling vehicles, operating equipment, and heating buildings.

*Implementing Action SUS-1.10.2 – Waste to Energy.* Support use of waste to energy technology.

#### Policy SUS-1.11 Improve Water Supply Efficiency

Evaluate opportunities to increase the energy efficiency of water and wastewater systems.

*Implementing Action SUS-1.11.1 – Efficiency of New and Existing Systems.* Retrofit municipal water and wastewater systems with energy efficient motors, pumps and other equipment where feasible. Where systems are expanded, or

new systems are constructed, to accommodate new growth, ensure that energy efficiency is built into the new systems.

*Implementing Action SUS-1.11.2 – Methane from Wastewater Treatment.*

Evaluate the feasibility of recovering wastewater treatment methane for energy production.

*Implementing Action SUS-1.11.3 – Wastewater Recovery.* Evaluate the feasibility of wastewater recovery for irrigation.

## Policy SUS-1.12 Biological Diversity and Sustainability

Promote biological diversity and sustainability through habitat restoration and healthy watershed management.

*Implementing Action SUS-1.12.1 – Landscape Conditions Prior to Human Modification.* Carefully consider a project site's natural hydrology, topography, soils and indigenous vegetation in the preparation of specific plans and the design of new development.

*Implementing Action SUS-1.12.2 – Preservation of Open Space.* Promote the preservation of open spaces and natural watercourses. These open spaces function as rainwater infiltration zones and natural habitat as well as creating a more natural appearance for the new community.

*Implementing Action SUS-1.12.3 – Natural Hydrology.* Recreate and/or restore the historic natural hydrology of the landscape where feasible by incorporating natural drainage features such as creeks and sloughs into site design.

*Implementing Action SUS-1.12.4 – Impacts on Hydrology and Water Quality.* Design new development and redevelopment to minimize impacts on watershed hydrology and water quality.

The Sustainability Element is interconnected with all other elements of the General Plan, and all other elements embody sustainability principles. The goals, policies and actions in the element are directly tied to the implementation of other elements. A brief summary of how sustainability is reflected in each of other elements is provided below.

The **Land Use Element** incorporates sustainable development policies and actions emphasizing future neighborhoods that efficiently use available land while reducing the

demand on natural resources. Land use policies promote compact, walkable, mixed use development, and the long-term conservation of the most productive agricultural lands. In addition, the Land Use Element promotes a balance of jobs and housing by ensuring that anticipated future residential development is underpinned by lands reserved for local job growth.

The **Circulation Element** promotes the use of alternative transportation such as pedestrian and bicycle modes of transportation, and supports future transit-oriented development designed to take advantage of mass transit systems.

The **Housing Element** must include an analysis of energy conservation opportunities. In addition, energy conservation and green building measures found in this Sustainability Element may be incorporated into those of the Housing Element.

The **Community Health and Safety Element** includes sustainable development policies and actions addressing air quality and reduction in greenhouse gas emissions, water quality, and hazardous materials safety.

The **Conservation and Open Space Element** promotes the long-term viability of agricultural lands and operations, plant and animal resources, water, and soils. In addition, it includes policies and actions that encourage infill development and orderly growth and require the provision of parks and recreation facilities.

The **Community Facilities and Services Element** promotes healthy watershed management, restoration of historic natural drainages, and best management practices to mitigate pollutant loadings associated with urban runoff. It also encourages waste recycling, purchase of recycled materials, and hazardous waste management.

The **Community Character Element** incorporates sustainable development policies and actions that promote walkable neighborhoods with well-connected street, pedestrian and bike paths linkages, compact infill development, higher densities in the Downtown Mixed Use District, energy and resource efficient buildings, and enhancement of natural features such as drainages. It also contains policies to promote urban open space, tree planting and preservation. These policies are further implemented through the City's Neighborhood Design Guidelines.

The City of Gonzales proposes to adopt the *Gonzales Climate Action Plan* as an implementing action for the *Gonzales 2010 General Plan*, and this plan contains

information relevant to the analysis of GHG emission impacts. The *Draft Gonzales Climate Action Plan* (Gonzales CAP):

- ✓ Identifies sources of greenhouse gas emissions from sources within the City of Gonzales’ jurisdictional/political boundary and estimates how these emissions may change over time;
- ✓ Discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented;
- ✓ Provides energy use, transportation, land use, water use, and solid waste strategies to reduce Gonzales’ greenhouse gas emissions levels to 15 percent below 2005 levels by 2020;
- ✓ Provides methods for reducing Gonzales’ greenhouse gas emissions consistent with the direction of the State of California through the Global Warming Solutions Act (AB 32), Governor’s Order S-03-05, and Public Resources Code Section 21083.3. [The California Environmental Quality Act (CEQA) Guidelines encourage the adoption of policies or programs as a means of addressing comprehensively the cumulative impacts of projects (see CEQA Guidelines, § 15064, subd. (h)(3), § 15130, subd. (d).)];
- ✓ Provides substantial evidence that the emissions reductions estimated in the Climate Action Plan are feasible; and
- ✓ Consistent with CEQA Guidelines § 15183.5, establishes a plan for the reduction of greenhouse gas emissions that may be used by the City of Gonzales as a basis to determine that a project’s incremental contribution to a cumulative GHG emission effect is not cumulatively considerable, provided the project complies with the requirements of the established plan.

### Significance Determination

With the development of the *Draft Gonzales Climate Action Plan*, the City of Gonzales has set forth a credible plan to reduce GHG emissions consistent with the statewide goals established in AB 32. For existing development, the draft plan would establish targets to reduce GHG emissions by 15 percent from 2005 baseline emissions, which when



combined with expected reductions from statewide programs<sup>10</sup> would result in a total reduction of 28 percent by the year 2020. For new development, the draft plan would establish targets to reduce growth in GHG emissions by 15 percent from 2020 business-as-usual emissions, which when combined with expected reductions from statewide programs would result in a total reduction of 29.5 percent by the year 2020.

Having established GHG emission reduction targets in line with AB 32 goals, the *Draft Gonzales Climate Action Plan* then identifies local GHG emission reduction measures with the potential to meet the established targets. The draft plan quantifies the projected benefit from these programs using ICLEI's (International Council for Local Environmental Initiatives) "Climate and Air Pollution Planning Assistant - CAPPV1.5 ©," and Appendix D of the *Draft Gonzales Climate Action Plan* contains the CAPPV calculation sheets for each proposed program. The *Draft Gonzales Climate Action Plan* also contains long-term GHG emission reduction targets (out to 2050) and a discussion of measures to meet these long-term targets.

Finally, the *Draft Gonzales Climate Action Plan* contains an implementation program that establishes a metric against which to measure new development projects and a monitoring and updating plan to ensure regular reporting and adjustments to keep the program on track.

As mentioned above, the MBUAPCD has circulated draft thresholds that essentially defer to the local jurisdiction in cases where a proposed project complies with a qualifying climate action plan that has been adopted locally. In addition, the State of California added Section 15183.5 (Tiering and Streamlining the Analysis of Greenhouse Gas Emissions) to the CEQA Guidelines in 2010, which allows local jurisdictions to use climate action plans as a basis for mitigating the effects of a projects GHG emission impacts. According to §15183.5, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.<sup>11</sup> The Gonzales Climate Action Plan qualifies as such a plan.

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<sup>10</sup> AB 1493 (Pavley) Level I and II, Low-Carbon Fuel Standard (LCFS) and Regional Portfolio Standard (RPS).

<sup>11</sup> According to §15183.5, qualifying plans should:

- a. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

With the forthcoming guidance from the MBUAPCD and with the new guidance contained in the CEQA Guidelines, the impacts of the proposed project would be less than significant with the following mitigation measures.

As noted in the Regulatory Setting section, the State has approved the Scoping Plan that outlines programs and measures to reach the 2020 greenhouse gas emissions limit mandated by AB 32. The Scoping Plan is expected to reduce greenhouse emissions in 2020 to 30 percent below what is termed "business as usual." It is reasonable to assume that the statewide programs, together with General Plan policies and implementation programs would reduce project emissions, shown in Figure 4.7.1, by a similar amount.

The transportation sector represents a significant proportion of all GHG emissions, and alternative transportation strategies represent an important tool in reducing transportation-related GHG emissions. The *Gonzales 2010 General Plan* contains policies, plans, and implementing actions that support alternative transportation (see Section 4.4.3.4 [B] above).

Neither the Monterey Bay Unified Air Pollution Control District nor the State of California have established numerical thresholds of significance for greenhouse gas emissions for either individual projects or general plans. In the absence of any adopted numerical thresholds of significance and with the inherent uncertainty about the timing and effectiveness of State programs to reduce greenhouse gas emissions statewide, it cannot be determined that buildout under the General Plan will not result in greenhouse gas emissions that may have a significant impact on the environment. This impact remains cumulatively significant and unavoidable.

### Mitigation Measures

The City of Gonzales shall incorporate the following measures into the *Draft Gonzales 2010 General Plan* prior to final adoption and eliminate or amend any existing provisions

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- b. Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;
  - c. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
  - d. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
  - e. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
  - f. Be adopted in a public process following environmental review.
-

of the draft plan that may be in conflict with these measures so as to eliminate the inconsistency in favor of the measures:

### Mitigation Measure GHG-1: Citywide Climate Action Plan

*The City shall complete work currently underway on, and then adopt, a citywide climate action plan with the objective of meeting a GHG emissions reduction trajectory consistent with State law (currently codified in Health and Safety Code 38500 et seq. (AB 32) and Executive Order S-03-05).<sup>12</sup> The City, in setting the trajectory, shall recognize the likelihood that Gonzales may bear a much larger percentage of growth than other more mature communities in the State and that an appropriate scaling of the State targets set forth in AB 32 and Executive Order S-03-05 would allow a citywide increase in GHG emissions as the City implements the Gonzales 2010 General Plan. This allowable increase in GHG emissions shall be tempered by appropriate measures to limit GHG emissions from new development on a per capita basis, while achieving actual reductions in such emissions from existing uses in the planning area. The limits to be established for per capita GHG emissions shall be indexed to realistic targets that are readily achievable using GHG Best Management Practices identified as part of the citywide climate action plan. Targets for reducing GHG emissions in existing development shall, at a minimum, be a 15 percent reduction from the baseline identified in the GHG inventory prepared by AMBAG (2009). ~~GHG Best Management Practices shall include but not be limited to:~~*

- ~~✓ Increased energy efficiency beyond Title 24~~
- ~~✓ Use of electrically powered landscape equipment and outdoor electrical outlets~~
- ~~✓ Installation of green roofs~~
- ~~✓ Installation of solar or tank less water heaters~~
- ~~✓ Installation of solar panels~~
- ~~✓ Increased diversity and/or density of land use mix~~
- ~~✓ Provision of necessary infrastructure and treatment to allow use of graywater/  
recycled water for outdoor irrigation~~

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<sup>12</sup> Pursuant to these mandates, California is committed to reducing GHG emissions to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. These objectives are consistent with the underlying environmental objective of stabilizing atmospheric concentrations of greenhouse gases at a level that will substantially reduce the risk of dangerous climate change.

- ~~✓—Installation of rainwater collection systems~~
- ~~✓—Provision of composting facilities at residential sites~~
- ~~✓—Incorporation of all other measures in Figure 4.7.2 above that are identified as being appropriate for implementation in Gonzales.~~

The City shall adopt a citywide climate action plan as outlined above prior to the adoption of any Specific Plan in the Urban Growth Area.

#### Mitigation Measure GHG-2: Implementation of GHG Best Management Practices

The City shall require Specific Plans and development approvals to contain a plan ~~to implement GHG Best Management Practices, as outlined above,~~ that would result in achieving the limits on GHG emissions adopted as part of the citywide climate action plan.

#### Mitigation Measure GHG-3: Timeframe to Adopt Green Building Code

The City shall adopt the “California Green Building Standards (CALGreen) Code,” which becomes effective on January 1, 2011, by July 1, 2011. (This measure was completed on 01/03/2011.)

#### 4.6.3.2. CONSISTENCY WITH APPLICABLE PLAN, POLICY OR REGULATION

##### Impact

##### **Impact GHG-2: The Gonzales 2010 General Plan would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Less than Significant).**

The proposed project would enable development activity that could conflict with efforts to reduce greenhouse gas emissions. As noted in the Regulatory Setting section, the State has approved the Scoping Plan that outlines programs and measures to reach the 2020 greenhouse gas emissions limit mandated by AB 32. The Scoping Plan is currently the only applicable plan to reduce greenhouse emissions. The plan consists of 18 programs or measures. Some programs have been formally adopted, other have not.

Figure ~~4.6.3~~ 4.6.4 summarizes the measures presented in the Scoping Plan and identifies the statewide emission reduction associated with each measure. It also shows, where applicable, policies in the *Gonzales 2010 General Plan* that support the statewide program or measure.

Figure 4.6.3 4.6.4: State Scoping Plan Measures

State Scoping Program/Measure	Statewide Reduction by 2020 (MMT CO <sub>2</sub> -eq CO <sub>2</sub> e)	Related General Plan Policies and Implementation Measures
California Light-Duty Vehicle GHG Standards <ul style="list-style-type: none"> <li>✓ Pavley Vehicle Standards</li> <li>✓ Zero Emission Vehicle Program</li> <li>✓ Alternative/Renewable Fuel and Vehicle Technology Program</li> </ul>	31.7	The City does not have the authority to regulate vehicle or fuel standards, but supports the Scoping Plan through SUS-11. and SUS-1.4
Energy Efficiency <ul style="list-style-type: none"> <li>✓ Utility Efficiencies</li> <li>✓ Building Standards</li> <li>✓ Appliance Standards</li> </ul>	26.3	Supported by SUS-1.6
Renewable Portfolio Standard (33% by 2020)	21.3	Supported by SUS-1.5
Low Carbon Fuel Standard	15	The City Does not have the authority to regulate fuel standards by supports the Scoping Plan through SUS-1.1 and SUS-1.4
Regional Transportation-Related GHG Targets	5	Supported by SUS-1.2 and SUS-1.4.
Vehicle Efficiency Measures (consumer education, engine load, tire inflation, etc.)	4.5	The City does not have the authority to regulate vehicle efficiency standards but supports the Scoping Plan through SUS-1.2 and SUS-1.4.
Goods Movement <ul style="list-style-type: none"> <li>✓ Port Electrification</li> <li>✓ Heavy-Duty Engine Efficiency</li> </ul>	3.7	Not Applicable. Gonzales does not have a port, nor has the authority to regulate heavy duty engine efficiency.
Million Solar Roofs	2.1	Supported by SUS-1.3, SUS-1.5 and SUS-1.6.
Medium/Heavy Duty Vehicles	1.4	The City does not have the authority to regulate vehicle or fuel standards, but supports the Scoping Plan through SUS-11. and SUS-1.4
High Speed Rail (between northern and southern California)	1.0	Not Applicable.
Industrial Measures	1.4	Supported by SUS-1.3.
High Global Warming Potential Gas Measures	20.2	The City does not have the authority to regulate refrigerants, blowing agents, etc, but supports the Scoping Plan through SUS-1.3.
Sustainable Forests (sequestration)		Not applicable.

State Scoping Program/Measure	Statewide Reduction by 2020 (MMT CO <sub>2</sub> -eq CO <sub>2</sub> e)	Related General Plan Policies and Implementation Measures
	5.0	
Recycling and Waste ✓ Landfill Methane Control ✓ High Recycling/Zero Waste	1.0	Supported by SUS-1.7, SUS-1.9 and SUS-1.10.
Total	174	

Source: Don Ballanti

### Applicable Policies and Regulations and Actions

See Subsection 4.6.3.1 above.

### Significance Determination

Figure ~~4.6.3~~ 4.6.4 demonstrates that the *Gonzales 2010 General Plan* supports each applicable statewide program or measure with one or more policies and associated implementing actions. The *Gonzales 2010 General Plan* would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This impact is less than significant.

### Mitigation Measures

None required.

## CHAPTER 5. Revised Bibliography

The bibliography of the GP EIR is hereby amended to include the following new and revised entries:

Coastplans, 2012. Draft Gonzales Climate Action Plan.

Monterey Bay Unified Air Pollution Control District, 2012. Memo dated April 30, 2012 to City and County CEQA Planning Staff, Consulting CEQA Planners regarding Update on District GHG Threshold Development.

Association of Monterey Bay Area Governments. ~~2009~~ 2011. "City of Gonzales Local Government Operations Greenhouse Gas Emissions Inventory: 2005 Baseline Report"