

ERRATA (January 25, 2017)

Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS

Mitigation Measure 12-1: Implement all feasible greenhouse gas reduction measures to achieve no net increase in emissions.

The following revised Mitigation Measure 12-1 reflects a refinement and clarification of the requirements of the mitigation measure. These changes do not alter the analysis, conclusions, or findings of the environmental analysis presented in the EIR/EIS. The revised text would replace the text of Mitigation Measure 12-1 in the following locations in the Draft and Final EIR/EIS:

- ▲ Chapter 2, Executive Summary (Draft EIR/EIS page 2-28)
- ▲ Chapter 12, Greenhouse Gas Emissions and Climate Change (Draft EIR/EIS page 12-27)
- ▲ Chapter 4, Mitigation Monitoring and Reporting Program (Final EIR/EIS page 4-12)

The following mitigation measure is required for Area Plan Alternatives 1, 2, and 3.

Require-new construction (both redevelopment and greenfield) to implement energy, water, transportation, and vegetation measures to achieve a no net increases in GHG emissions as stated by ARB in the 2017 Climate Change Scoping Plan to the extent feasible. Such measures may include those recommended by PCAPCD available in Appendix F-1 of the District's CEQA Handbook and other feasible measures contained in Appendix B of ARB's Scoping Plan Update dated January 20, 2017. This would apply to new construction occurring under the Area Plan, including the proposed lodge project. Also, Placer County will initiate a funding program to apply these measures to existing facilities, as feasible, within the Plan area (PCAPCD 2012).

These recommended measures include, but are not limited to:

- ▲ Install tank-less or energy-efficiency water heaters (E5). This would result in less emissions than water heaters powered with propane or natural gas.
- ▲ Install solar water heaters (E3).
- ▲ Install energy-efficient roofing (E4).
- ▲ Require Energy Star-rated appliances in new construction (E9)
- ▲ Pre-Plumb new construction for Solar Energy and design for load (E12)
- ▲ Install low-flow water fixtures (W1)
- ▲ Use reclaimed water for irrigation (W3)
- ▲ Provide bus shelters and lanes and provide bike parking (T1, T2, and T3)
- ▲ Plant drought tolerant plants (V2)
- ▲ Prohibit gas-powered landscaping equipment (V3)
- ▲ Achieve Zero Net Energy (ZNE) or equivalent level of energy efficiency, renewable energy generation, or GHG emission savings
- ▲ Require new developments to demonstrate that each new residence be equipped with a minimum of one single-port electric vehicle charging station that achieves similar or better functionality as a Level 2 charging station (referring to the voltage that the electric vehicle charger uses)
- ▲ Require residential projects to contribute to a fund to subsidize purchase of zero emission vehicles

- ▲ Require electric vehicle charging station (Conductive/inductive) and signage for non-residential developments
- ▲ Adopt a program of parking fees to generate funding for sustainable transportation modes
- ▲ Install ground source heat pumps (GSHPs) to reduce the need for natural gas in winter
- ▲ Require purchase of carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district to offset emissions over the operational life of the project
 - Applicant shall consider generating or purchasing local and California-only carbon credits as the preferred mechanism to implement its off-site mitigation measure for GHG emissions and that will facilitate the State's efforts in achieving the GHG emission reduction goal
- ▲ Additional Reduction Measures to Help Individual Projects Achieve a Net Zero Increase in Greenhouse Gas Emissions

As stated above, Appendix B of ARB's Scoping Plan Update includes additional examples of GHG reduction measures that could be considered for individual projects. This list of reduction measures includes items that address GHG emissions generated by construction activity, transportation, on-site electricity generation, electricity consumption, and water consumption (ARB 2017:B-7 to B-9). The reductions achieved by these measures would vary according to many factors including the climate in the Tahoe Region and the nature and number of new or redevelopment projects. However, a project applicant may be able to provide the site-specific information necessary to quantify a reduction. The following additional project-level measures will be applicable to new projects and redevelopment projects developed under the proposed Area Plan unless determined to be infeasible. Also included is some information about the effectiveness of each measure:

Construction-Related Reduction Measures

- ▲ Enforce idling time restrictions for construction vehicles. *Reducing the time construction equipment is operating will reduce GHG emissions.*
- ▲ Require diesel equipment fleets to be lower emitting than any current emission standard. This can be implemented by requiring construction equipment to operate with the highest tier engines commercially available. *Higher tier engines generate lower levels of GHG emissions than lower tier engines.*
- ▲ Increase use of electric-powered construction equipment including use of existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators. *Electric powered equipment generates lower levels of indirect GHG emissions than diesel- and gasoline-powered equipment.*
- ▲ Require diesel-powered construction equipment to be fueled with renewable diesel fuel. The renewable diesel product that is used shall comply with California's Low Carbon Fuel Standards and be certified by the California Air Resources Board Executive Officer. *Use of renewable diesel fuel instead of conventional diesel fuel can result in a 40 to 70 percent reduction in CO_{2e} emissions generated by construction equipment (SMAQMD 2015:3).*
- ▲ Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible. *This measure would reduce upstream emissions associated with the manufacture of building materials.*

Design- and Operation-Related Reduction Measures

- ▲ Allow for new construction to install fewer on-site parking spaces than required by local municipal building code, while still maintaining requirements of the Americans with Disabilities Act (ADA) and any dedicated spaces for the charging of electric vehicles. *This measure would incentivize people to use other modes of transportation, including biking, walking, and transit, thereby reducing mobile-source GHG emissions. Exact reductions would vary according to many factors, including the local viability of these alternative modes of transportation.*
- ▲ Dedicate on-site parking for shared vehicles. *This measure would discourage the use of single occupancy vehicles, thereby reducing mobile-source GHG emissions.*
- ▲ Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects. *This measure would encourage and support bicycling as a viable mode of transportation, thereby reducing mobile-source GHG emissions.*
- ▲ Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan. *This measure would incentivize people to use other modes of transportation, including biking, walking, and transit, thereby reducing mobile-source GHG emissions.*
- ▲ Require on-site renewable energy generation. *This measure would reduce the indirect GHG emissions associated with the consumption of electricity from the grid.*
- ▲ Require solar panels on all roof area with adequate solar exposure. *This measure would reduce the indirect GHG emissions associated with the consumption of electricity from the grid.*
- ▲ Require organics collection in new developments. *This measure would reduce the level of GHG emissions associated with the decomposition of organic waste in landfills.*
- ▲ Require low-water landscaping in new developments and redevelopment sites. Require water efficient landscape maintenance to conserve water and reduce landscape waste. *This measure would reduce the level of indirect GHGs associated with the consumption of water.*
- ▲ Require new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program or the LEED rating system. *This measure would reduce the GHGs associated with the consumption of water and the consumption of electricity from the grid, natural gas, and propane for the heating and cooling of buildings and for water heating.*
- ▲ Require the design of bike lanes to connect to the regional bicycle network. *This measure would encourage and support bicycling as a viable mode of transportation, thereby reducing mobile-source GHG emissions.*
- ▲ Require preferential parking spaces for park-and-ride to incentivize carpooling, vanpooling, commuter bus, and electric vehicles. *This measure would discourage the use of single occupancy fossil fuel-powered vehicles, thereby reducing mobile-source GHG emissions.*
- ▲ Develop a rideshare program targeting commuters to major employment centers. *This measure would discourage the use of single occupancy vehicles for work commute trips, thereby reducing mobile-source GHG emissions.*
- ▲ Require the design of bus stops/shelters/express lanes in new developments to promote the usage of mass-transit. *This measure would incentivize people to mass transit, thereby reducing mobile-source GHG emissions.*
- ▲ Require gas or propane outlets in private outdoor areas of residential land uses for use with outdoor cooking appliances such as grills if natural gas service or propane service is available. *By providing a fuel source other than charcoal This measure would reduce GHG emissions from outdoor cooking.*

- ▲ Require the installation of electrical outlets on the exterior walls of both the front and back of residential and non-residential buildings to support the use of electric landscape maintenance equipment. *This measure would reduce GHG emission generated by fossil fuel-powered outdoor maintenance equipment.*
- ▲ Require the installation of whole-house fans instead of air conditioning units for cooling during the summer season. *Whole-house fans consume less electricity than air conditioners, resulting in a reduction in indirect GHG emissions from electricity consumption.*
- ▲ Require each residential and commercial building to be equipped with programmable thermostats/timers. *This allows for more energy-efficient operation of heating and cooling systems, resulting in less consumption of natural gas, propane, and electricity and associated GHG emissions.*
- ▲ Require the use of energy-efficient lighting for all street, parking, and area lighting. *This reduces the amount of electricity consumed for outdoor lighting.*

Significance after Mitigation (applies to Area Plan impacts only)

Among the Area Plan alternatives, Alternative 2 provides the greatest GHG reductions, as compared to existing conditions, followed closely by the No Project alternative. However, under all alternatives, the Area Plan may not reduce overall regional emissions to less-than-significant levels. Implementation of Mitigation Measure 12-1 would reduce anticipated future GHG emissions at buildout. Some of these measures would also be consistent with those identified in the Tahoe SAP. However, the exact effectiveness of these measures would depend on participation rates, available funding, and available technology at the time of installation. Given the uncertain effect of these mitigation measures, the Area Plan could have a considerable contribution to the cumulative impact of greenhouse gas emissions and climate change and, therefore, is conservatively deemed **significant and unavoidable** for all alternatives.