

REQUEST FOR COUNCIL ACTION CITY OF SAN DIEGO	CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY)
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TO: CITY COUNCIL	FROM (ORIGINATING DEPARTMENT): Planning	DATE: 5/19/2016
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SUBJECT: Climate Action Plan Consistency Checklist and Other Implementing Amendments and Adoption of CEQA Greenhouse Gas Emissions Significance Threshold

PRIMARY CONTACT (NAME, PHONE): Rebecca Malone, 619-446-5371	SECONDARY CONTACT (NAME, PHONE): Alyssa Muto, 619-533-3103
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COMPLETE FOR ACCOUNTING PURPOSES

FUND	100000				
FUNCTIONAL AREA					
COST CENTER	1619000015				
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

COST SUMMARY (IF APPLICABLE): Not applicable.

ROUTING AND APPROVALS

CONTRIBUTORS/REVIEWERS:	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
Environmental Analysis	ORIG DEPT.	Murphy, Jeff	06/14/2016
Liaison Office	CFO		
	DEPUTY CHIEF	Villa, Ron	06/15/2016
	COO		
	CITY ATTORNEY		
	COUNCIL PRESIDENTS OFFICE		

PREPARATION OF: RESOLUTIONS ORDINANCE(S) AGREEMENT(S) DEED(S)

1. City Council Adoption of the Final Addendum to the Climate Action Plan Final Program Environmental Impact Report.
2. City Council Adoption of the Climate Action Plan Consistency Checklist and other implementing amendments.
3. City Council Adoption of an amendment to the Land Development Manual to include a greenhouse gas emissions threshold.
4. City Council to authorize Mayor to make changes administratively to the CAP Consistency Checklist to update or incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, State, or

federal law.	
STAFF RECOMMENDATIONS: Approve Requested Actions	
SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)	
COUNCIL DISTRICT(S):	All
COMMUNITY AREA(S):	All
ENVIRONMENTAL IMPACT:	On December 15, 2015, the City Council certified the CAP FEIR. As part of this action, an Addendum to the CAP FEIR has been prepared to evaluate the adoption of an amendment to the CAP to incorporate the CAP Consistency Checklist and the adoption of an amendment to the LDM to include a GHG Emissions Threshold.
CITY CLERK INSTRUCTIONS:	

**COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO**

DATE: 5/19/2016

ORIGINATING DEPARTMENT: Planning

SUBJECT: Climate Action Plan Consistency Checklist and Other Implementing Amendments and Adoption of CEQA Greenhouse Gas Emissions Significance Threshold

COUNCIL DISTRICT(S): All

CONTACT/PHONE NUMBER: Rebecca Malone/619-446-5371

DESCRIPTIVE SUMMARY OF ITEM:

This item is to amend the Land Development Manual to include a Greenhouse Gas Emissions Significance Threshold and to amend the Climate Action Plan to revise text and include the Climate Action Plan Consistency Checklist.

STAFF RECOMMENDATION:

Approve Requested Actions

EXECUTIVE SUMMARY OF ITEM BACKGROUND:

The Greenhouse Gas Emissions Significance Threshold would provide a methodology for City Staff to determine whether or not a project, as defined by the California Environmental Quality Act (CEQA), would have a significant GHG emissions impact. The Climate Action Plan (CAP) Consistency Checklist is the method for determining significance for project-level environmental documents. City staff is requesting that City Council adopt the Final Addendum to the CAP Final Program Environmental Impact Report, an amendment to the CAP to revise text and include the CAP Consistency Checklist, and an amendment to the Land Development Manual to include a GHG Threshold; and to authorize the Mayor to make changes administratively to the CAP Consistency Checklist to update or incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, State, or federal law.

Refer to the attached Report to Council for additional information.

CITY STRATEGIC PLAN GOAL(S)/OBJECTIVE(S):

The above actions are consistent with the following City of San Diego Strategic Plan goals and objectives:

Goal #1: Provide high quality public service

Improve external and internal coordination and communication

Goal #3: Create and sustain a resilient and economically prosperous City.

Objective #1: Create dynamic neighborhoods that incorporate mobility, connectivity, and sustainability.

Objective #3: Diversify and grow the local economy.
Objective #4: Prepare and respond to climate change.
Objective #5: Enhance San Diego's global standing.

FISCAL CONSIDERATIONS:

Costs associated with the development of the CAP Consistency Checklist were covered under the Planning Department's current budget. Costs associated with implementation of the CAP Consistency Checklist would be recoverable to the Development Services Department, as the CAP Consistency Checklist would become a part of the existing discretionary project review process.

EQUAL OPPORTUNITY CONTRACTING INFORMATION (IF APPLICABLE):

Not Applicable.

PREVIOUS COUNCIL and/or COMMITTEE ACTION (describe any changes made to the item from what was presented at committee):

The intention is to bring this item before the Council Committee on the Environment on June 23, 2016.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

Public outreach for the CAP Consistency Checklist has included the review and comment of numerous stakeholders, as well as undergoing environmental review.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

Key stakeholders include the constituents and citizens of the City of San Diego, e.g., the Building Industry, the Environmental Community, the departments of the City of San Diego.

Murphy, Jeff
Originating Department

Villa, Ron
Deputy Chief/Chief Operating Officer



THE CITY OF SAN DIEGO

Report to the City Council

DATE ISSUED: June 14, 2016

REPORT NO:

ATTENTION: Honorable City Council President Sherri Lightner and Members of the City Council

SUBJECT: Climate Action Plan Consistency Checklist and Other Implementing Amendments and Adoption of CEQA Greenhouse Gas Emissions Significance Threshold

Issue: Should the Environment Committee recommend to the City Council adoption of the Final Addendum to the CAP Program Environmental Impact Report, Climate Action Plan Consistency Checklist and other implementing amendments, and Amendment to the Land Development Manual to include a CEQA Greenhouse Gas Emissions Significance Threshold?

Staff Recommendation: Staff recommends that the Environment Committee recommend to the City Council **ADOPTION** of:

- Final Addendum to the CAP PEIR,
- CAP Consistency Checklist and other implementing amendments,
- Amendment to the LDM to include the GHG Emissions Significance Threshold, and
- Authorization of the Mayor to make changes to the CAP Consistency Checklist administratively.

City Strategic Plan Goal(s)/Objective(s):

The above actions are consistent with the following City of San Diego Strategic Plan goals and objectives:

- Goal #1: Provide high quality public service
 - Improve external and internal coordination and communication
- Goal #3: Create and sustain a resilient and economically prosperous City.
 - Objective #1: Create dynamic neighborhoods that incorporate mobility, connectivity, and sustainability.
 - Objective #3: Diversify and grow the local economy.
 - Objective #4: Prepare and respond to climate change.
 - Objective #5: Enhance San Diego's global standing.

Fiscal Considerations: Costs associated with the development of the CAP Consistency Checklist were covered under the Planning Department's current budget. Costs associated with implementation of the CAP Consistency Checklist would be recoverable to the Development Services Department, as the CAP Consistency Checklist would become a part of the existing discretionary project review process.

EXECUTIVE SUMMARY

The Greenhouse Gas Emissions Significance Threshold would provide a methodology for City Staff to determine whether or not a project, as defined by the California Environmental Quality Act (CEQA), would have a significant GHG emissions impact. The Climate Action Plan (CAP) Consistency Checklist is the method for determining significance for project-level environmental documents. City staff is requesting that City Council adopt the Final Addendum to the CAP Final Program Environmental Impact Report, the CAP Consistency Checklist and other implementing amendments, and an amendment to the Land Development Manual to include a GHG Threshold.

DISCUSSION

The City's Land Development Manual includes CEQA Significance Determination Thresholds used to determine level of significance of the effects of a project, plan, or program on the environment. At this time, the City does not have an adopted threshold for GHG emissions. Currently, the City relies on a threshold based on a reduction from the statewide goal for business as usual (BAU) emissions with respect to 2020 reduction targets.

In November 2015, the California Supreme Court in *Center for Biological Diversity v. California Department of Fish and Wildlife*, 62 Cal. 4th 204 (2015), found that an EIR relying upon a GHG emissions threshold based on a statewide goal lacked evidence to support using that threshold on project-level analysis. Standard practice at that time was to use this approach which, as stated above, the City also used. Since it has been shown to be challenging to provide substantial evidence to bridge the gap between the statewide targets and project-level GHG emissions, the City determined that a new significance threshold for GHG emissions is necessary.

Around the same time, in December 2015, the City adopted the CAP which outlines the actions that the City will undertake to achieve its proportional share of State GHG emission reductions. In accordance with CEQA Guidelines section 15183.5(b)(1)(A-F), the CAP was intended to serve as a qualified GHG reduction plan for purposes of tiering under CEQA in that it:

- A. Quantified GHG emissions, both existing and projected over a specified period of time, resulting from activities in a defined geographic area;
- B. Established a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- C. Identified and analyzed GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- D. Specified measures of a group of measures, including performance standards, that would collectively achieve the specified emissions levels;

- E. Established a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- F. Was adopted in a public process following environmental review.

The CAP included a group of strategies and actions, including performance targets, that substantial evidence demonstrated would collectively achieve the specified emissions levels on a Citywide level. However, at the time the CAP was adopted, it did not specify measures to be implemented on a project-by-project basis to ensure that the CAP targets would be achieved as required in CEQA Guidelines Section 15183.5(b)(1)(D).

With the amendment to the CAP to revise text and include the CAP Consistency Checklist (Attachment 3), the requirements under CEQA Guidelines section 15183.5(b)(1)(A-F) for the CAP to be a qualified GHG reduction plan would be met. The City worked with Ascent Environmental to develop a project-level CAP Consistency Checklist that includes measures to be implemented on a project-by-project basis.

The effects of GHG emissions were analyzed at the programmatic level in the CAP Final Environmental Impact Report (CAP FEIR), and the environmental effects of the CAP Consistency Checklist were analyzed in the Addendum to the CAP FEIR (Attachment 4). Project-specific environmental documents may rely on the CAP Final Environmental Impact Report (CAP FEIR) for its cumulative impacts analysis of GHG emissions (CEQA Guidelines section 15183.5(b)(2)).

The GHG Threshold is included as Attachment 1. In general, the GHG Threshold is derived from the questions in the Initial Study Checklist in CEQA Guidelines Appendix G and asks whether a project would 1) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and 2) conflict with the CAP. Whether or not a project would generate significant GHG emissions and would conflict with the CAP would be determined through either the CAP Consistency Checklist, which would be applicable to new development projects subject to CEQA, or in accordance with the Planning Department's guidance for determining CAP consistency for program-level environmental documents (e.g., community plan updates).

Environmental Review

On December 15, 2015, the City Council certified the CAP FEIR. As part of this action, an Addendum to the CAP FEIR has been prepared to evaluate the adoption of an amendment to the CAP to incorporate the CAP Consistency Checklist and the adoption of an amendment to the LDM to include a GHG Emissions Threshold.

CONCLUSION

The CAP establishes a framework for the City of San Diego to address climate change and significantly reduce its overall carbon footprint. The GHG Threshold along with the CAP Consistency Checklist will provide a streamlined review process for proposed new development projects that are subject to CEQA. The CAP Consistency Checklist is one of many

implementation tools that, along with annual monitoring, will help ensure successful implementation of the CAP.

Alyssa Muto
Deputy Director / Planning Department

Jeff Murphy
Planning Director

Attachment(s):

1. Amendment to the LDM (GHG Threshold)
2. CAP Consistency Checklist Technical Support Documentation
3. CAP Consistency Checklist and associated CAP amendments
4. Final Addendum to the CAP Program Environmental Impact Report

GREENHOUSE GAS EMISSIONS

Pursuant to CEQA Guidelines sections 15183.5(b), 15064(h)(3), and 15130(d), the City may determine that a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements of a previously adopted GHG emission reduction plan. CEQA Guidelines section 15183.5(b)(1)(A-F) specifically provides that a GHG emissions reduction plan should:

- A. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- 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; and
- F. Be adopted in a public process following environmental review.

An environmental document that relies on a GHG emissions reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. CEQA Guidelines §15183.5(b)(2).

The City's Climate Action Plan was adopted by the City Council on December 15, 2015. The Climate Action Plan quantifies existing GHG emissions as well as projected emissions for the years 2020, 2030, and 2035 resulting from activities within the City's jurisdiction. The Climate Action Plan also identifies City target emissions levels, below which the Citywide GHG impacts would be less than significant. The Climate Action Plan and the accompanying certified Final Environmental Impact Report (FEIR) also identify and analyze the GHG emissions that would result from the business as usual scenario for the years 2020, 2030, and 2035. The Climate Action Plan includes a monitoring and reporting program to ensure its progress toward achieving the specified GHG emissions reductions, and specifies 17 actions that if implemented, would achieve the specified GHG emissions reductions targets. The Climate Action Plan was adopted in a public process following certification of the FEIR. Subsequent to the adoption of the CAP, the City has also established additional specific measures that if implemented on a

project-by-project basis, would further ensure that the City as a whole achieves the specified GHG emissions reduction targets in the Climate Action Plan.

The CAP has been developed in response to State legislation and policies that are aimed at reducing California's greenhouse gas (GHG) emissions. This includes Executive Order S-3-05, which established the 2050 statewide GHG reduction target of 80 percent below 1990 levels, Executive Order B-30-15, which established the 2030 statewide GHG reduction target of 40 percent below 1990 levels, and Assembly Bill 32, the Global Warming Solutions Act (AB 32), which tasked the California Air Resources Board (CARB) with creating the Climate Change Scoping Plan (Scoping Plan) to establish a 2020 interim target and to provide a path for local governments to contribute their fair share of the GHG emission reductions necessary to achieve the target. Consistent with AB 32 and the CARB Scoping Plan, the CAP sets a GHG target for 2020 equivalent to 15 percent below the City's 2010 baseline emissions to ensure that it meets its proportional share of the 2020 AB 32 reductions. For 2035, the CAP sets a GHG target equivalent to a 50 percent reduction from baseline emissions to ensure it is on the trajectory toward achieving its proportional share of the 2050 state target identified in Executive Order S-3-05. The 2035 target also ensures that the City would be consistent with the 2030 state target identified in Executive Order B-30-15. Since CARB has not provided guidance on a specific reduction target for local governments to use for 2030 and 2050, it was determined that a 50 percent reduction from baseline emissions by 2035 would ensure that the City achieved a proportional share of the statewide GHG reductions. In terms of consistency with Executive Orders S-3-05 and B-30-15, the Climate Action Plan's 2035 target provides a conservative target toward achieving the statewide reductions. If CARB provides new guidance on how cities should address the 2030 targets, the City will adjust the CAP accordingly.

INITIAL STUDY CHECKLIST QUESTIONS

Would the Project:

- 1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- 2) Conflict with the City's Climate Action Plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

SIGNIFICANCE THRESHOLDS

The method for determining significance depends on whether the action requires plan- or policy-level or project-level environmental analysis.

1. For plan- and policy-level environmental documents, the Planning Department has prepared a Memorandum, [Climate Action Plan Consistency for Plan- and Policy-Level Documents](#), to provide guidance on significance determination as it relates to all five strategies of the CAP.
2. For project-level environmental documents, significance is determined through the [CAP Consistency Checklist](#). See also the [CAP Consistency Checklist Technical Support Documentation](#).



City of San Diego Climate Action Plan Consistency Checklist

Technical Support Documentation

PREPARED FOR:

City of San Diego
Planning Department
1010 Second Avenue, Suite 1200
San Diego, CA 92101

June 8, 2016

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1 INTRODUCTION

In December 2015, the City of San Diego (City) adopted a Climate Action Plan (CAP) that outlines the actions that the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA). This document details the process used to develop the Checklist and provides justification for the project-specific measures included therein.

2 CLIMATE ACTION PLAN SUMMARY

The City's CAP included a baseline inventory of GHG emissions for 2010; a business-as-usual (BAU) projection for emissions at 2020, 2030, and 2035; a calculation of the City's targets based on a reduction from the 2010 baseline; and emission reductions with implementation of the CAP.

The City emitted a total of 12,984,993 metric tons of carbon dioxide equivalent (MT CO_{2e}) in 2010. Accounting for future population and economic growth, the City projects GHG emissions of 14,124,690 MT CO_{2e} in 2020, 15,856,604 MT CO_{2e} in 2030, and 16,716,020 MT CO_{2e} in 2035. The CAP set a target to achieve a 15 percent reduction from the 2010 baseline by 2020 based on the recommendation by the California Air Resources Board (ARB). The CAP also includes reduction targets to reduce emissions below the 2010 baseline by 40 percent by 2030, and 50 percent by 2035. Therefore, the City must implement strategies that reduce emissions to 11,037,244 MT of CO_{2e} in 2020, 7,790,996 MT of CO_{2e} in 2030, and 6,492,497 MT of CO_{2e} in 2035. This data is shown in Table 1.

Table 1 Climate Action Plan Baseline Emissions, Future Projections and Reduction Targets (metric tons of carbon dioxide equivalent)			
	2020	2030	2035
2010 Baseline Emissions	12,984,993	12,984,993	12,984,993
Projected Emissions (Business-as-Usual)	14,124,690	15,856,604	16,716,020
City Target Emissions Levels	11,037,244	7,790,996	6,492,497
Total Reductions from Climate Action Plan	4,330,946	8,276,803	10,428,926
Total Resulting Emissions Levels	9,793,744	7,579,800	6,287,035

By meeting the 2020 and 2035 targets, the City will maintain its trajectory to meet its proportional share of the 2050 state target identified in Executive Order S-3-05. Future actions anticipated by the state and possible federal initiatives would reduce the need for local measures and help ensure broader participation in emission reduction efforts. If ARB adopts a recommendation for a percentage reduction for local governments for future years, the City will amend its targets accordingly.

The City has identified five broad strategies to reduce GHG emissions to achieve the 2020 and 2035 targets:

1. Energy & Water Efficient Buildings
2. Clean & Renewable Energy
3. Bicycling, Walking, Transit & Land Use

4. Zero Waste
5. Climate Resiliency

The City's ability to grow its population and economy while meeting the GHG reduction targets will require broad-based participation from the entire community. Everyone who lives, works, shops, or plays in the City contributes to the community's GHG emissions, and everyone will need to be part of the solution. This includes new development that is anticipated in the City through 2020 and 2035. The CAP is intended to achieve reductions from all sources and sectors, existing and new. This is emphasized by the fact that the City's reduction targets are a reduction below baseline emissions. Therefore, GHG emissions in the City need to be reduced below existing levels while additional emissions are generated by growth through 2020 and 2035. As such, new development can contribute its fair-share of GHG reductions by complying with CAP strategies, goals and actions that were determined to be applicable through the Checklist development process. The following sections provide additional information about the steps used to determine the applicability of individual actions to new development projects in the City.

3 CAP CONSISTENCY CHECKLIST COMPONENTS

Following adoption of the CAP, the City has committed to preparing and presenting to City Council a refined CEQA streamlining proposal to allow project-specific environmental documents, if eligible, to tier from and/or incorporate by reference the CAP's programmatic review of GHG impacts in their cumulative impact analysis. With this implementing action, the City's CAP meets the requirements under section 15183.5 of the CEQA Guidelines as a qualified plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. The Checklist provides a streamlined review process for the GHG emissions analysis of proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

3.1 Land Use Consistency

The first step in the CAP Consistency Checklist assesses a project's consistency with the growth projections in the CAP. The GHG emissions projections in the CAP were developed using various data sources for each sector. For example, the California Energy Commission's forecasts were used to project electricity- and natural gas-related emissions in the City while transportation-related emissions were projected using regional vehicle miles travelled (VMT) data from the San Diego Association of Governments (SANDAG) and ARB's Emission Factors (EMFAC) model. Overall, the projections were based on SANDAG's Series 12 growth forecasts. The assumptions used to project emissions in the City's CAP were reviewed and a series of questions were developed that allow the City to assess a project's consistency with the land use assumptions used in the CAP. This step is intended to provide the substantial evidence that a project that is consistent with the CAP GHG projections would not result in a cumulatively considerable GHG impact if otherwise consistent with the CAP. For the CAP to be applicable to a project, it must be consistent with the projections in the CAP. If a project is consistent with the projections in the CAP, this means that the project's growth was accounted for in the CAP's BAU projection, which in turn means that if the project is otherwise consistent with the CAP, with implementation of the CAP, the City's overall GHG emissions would be less than the identified GHG targets, and would therefore be less than significant, as set forth in the Final Environmental Impact Report for the CAP (CAP FEIR).

If a project is consistent with the existing General Plan and Community Plan land use and zoning designations or was otherwise included in SANDAG's Series 12 growth forecasts, it can be determined to be consistent with the CAP projections and can move forward to Step 2 of the Checklist. However, not all projects that are inconsistent with existing General Plan and Community Plan land use and zoning designations would be inconsistent with the CAP's projections. For example, if a project includes a land use

plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations, it would still be within the projections assumed in the CAP and can move forward to Step 2 of the Checklist. Estimated GHG emissions under the existing and proposed designations would need to be provided to support this conclusion.

A third scenario that is examined is a project that would increase the intensity of land uses through a land use plan and/or zoning designation amendment and would potentially increase GHG emissions above and beyond the projections in the CAP. However, the location of such a project would be a determining factor in its consistency with the CAP. A higher-density project located within a Transit Priority Area (TPA) could help the City achieve its VMT and mode share goals even though it would be inconsistent with the growth projections in the CAP, whereas a higher-density project in a more remote location may not provide the same benefit. If a proposed project located in a TPA is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, it would need to implement CAP Strategy 3 actions, as determined in Step 3 of the Checklist to the satisfaction of the Development Services Department.

Step 3 focuses on assessing if a proposed project would implement the General Plan's City of Villages strategy, the General Plan's Mobility Element, pedestrian improvements, the Bicycle Master Plan, and support transit oriented development in a TPA.

Projects in TPAs can support Strategy 3 by increasing the capacity for transit-supportive residential and/or employment densities. Considerations in this assessment include an evaluation of whether the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities and employment intensities within the TPA and if the project site is suitable to accommodate mixed-use, village development as defined in the General Plan.

Considerations in assessing if a project would implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit include an evaluation of the project's incorporation of identified transit routes and stops/stations into site design and inclusion of transit priority measures.

Projects can increase walking opportunities in a TPA by implementing pedestrian improvements through provision of multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries) and features for walkability as identified in the proposed project circulation system.

A proposed project can increase bicycling opportunities by including bicycle improvements consistent with the Bicycle Master Plan in the project circulation system. A balanced, multimodal, "complete streets" approach to accommodate mobility would also be consistent with the City's vision under Strategy 3.

A project can incorporate implementation mechanisms that support transit oriented development by including new or expanded urban public spaces such as plazas, pocket parks, or urban greens in a TPA, increasing the potential for jobs in a TPA, and supporting efficient use of parking.

Step 3 provides a general framework to allow the City to determine a project's consistency with Strategy 3 of the CAP. If the project can respond in the affirmative to the questions therein and provide substantiation to support the responses, it may be deemed consistent with CAP projections, if otherwise consistent with the CAP strategies under Step 2.

It should be noted that while a project that increases density in a TPA may lead to a short-term increase in the magnitude of GHG emissions at the project site alone, it is likely to provide additional benefits associated with reducing automobile trips in the long-term. Designing projects with increased densities reduces GHG emissions associated with traffic in several ways. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. This strategy also provides a

foundation for implementation of many other strategies which would benefit from increased densities. For example, transit ridership increases with density, which justifies enhanced transit service.¹ The City can make progress towards its GHG reduction goals by accommodating growth in a more efficient manner, i.e. higher density in TPAs. This higher density would allow City residents to take advantage of non-auto modes of transportation as such facilities become available. Focusing development within TPAs rather than outside of TPAs is consistent with CAP Strategy 3. Specifically, increased density in a TPA is consistent with and implements CAP Actions 3.1, 3.2, 3.3, and 3.6.

3.2 CAP Strategies Consistency

The CAP identified specific goals, actions, and targets supporting each GHG reduction strategy. These actions include a combination of ordinances, City Council policies, resolutions, programs, and incentives, as well as outreach and education activities. As implementation occurs, each action will be assessed and monitored. The CAP also included supporting measures for each strategy that would work in conjunction with identified goals and actions to reduce GHG emissions to the target levels.

As described in the CAP, there is an existing framework of federal, state, regional, and local regulations that contribute to reducing GHG emissions. Table 3.1 of the CAP shows discrete reductions from state and federal actions (combined), regional actions and local actions. The table shows that federal, state, and regional actions by themselves would not achieve the City's targets, especially in 2030 and 2035. Local actions that reduce emissions from both the built environment and new development would be necessary. The CAP includes targets that relate to a percent reduction in GHG emissions below baseline levels. While the City will achieve reductions outlined in the CAP through planning processes and ordinances, new development can do its fair share in helping the City achieve its targets by incorporating measures consistent with the CAP. This also provides new development with the benefit of using CEQA streamlining provisions for addressing its GHG impacts.

While the CAP baseline is set at 2010 and includes the effect of regulations that were in place at the time, projected emissions in the City account for existing (implemented since 2010) and reasonably foreseeable state programs. For example, projected emissions from the energy sector include reductions due to implementation of the 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6) (See Appendix A.2 to the CAP for details). Similarly, projected emissions from the transportation sector were estimated using ARB's EMFAC model which includes fleet turnover in the future years. Also, the effect of California electric vehicle (EV) policies and programs was included as a separate reduction under state and federal actions. The emissions gap that remains after the projected emissions are adjusted for known state actions demonstrates the need for local action.

Based on the foregoing, the approach to develop the CAP Compliance Checklist was to perform a policy gap analysis to determine actions/measures that would exceed existing state or local regulatory requirements already assumed in the CAP. Existing requirements that a project needs to comply with form the baseline for project measures because reductions associated with the same are included in the CAP baseline and/or projections as described above. The approach to developing the Checklist questions is to determine measures that would be additive to the requirement of existing state and local codes. If a new project incorporates these identified measures that exceed existing requirements, it would not hinder the City's ability to achieve its reduction targets, and more importantly, would contribute to ensuring that the City meets its overall CAP targets.

In addition, CAP Chapter 3 identifies supporting measures for each CAP strategy to achieve the CAP targets. The overall intent of the strategy and supporting goals, actions, and measures provide the basis for identified measures in the Checklist. Details on each measure are provided in the following sections.

¹ California Air Pollution Control Officers Association. *Quantifying Greenhouse Gas Mitigation Measures*. August 2010.

The Checklist will be updated by the City as needed to incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, state or federal law. Certain measures in the Checklist may otherwise become mandatory through future updates to state and local codes or through adoption of local ordinances. These measures would then be removed from the Checklist. If the CAP monitoring process (see CAP Chapter 3) reveals the need for further reductions to stay on track to meet reduction targets, the Checklist measures may be updated to include additional applicable measures for new development.

4 BACKGROUND DOCUMENTS/RESOURCES REVIEWED

As described in Section 3.2 above, existing state and local codes and ordinances form the baseline for determining appropriate measures for inclusion in the Checklist. Existing regulations were reviewed to determine measures that a project needs to comply with by law and that relate to the strategies, goals and actions outlined in the CAP.

The California Green Building Standards Code (CALGreen Code) is Part 11 of twelve parts of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The state regulations are in effect and are enforced by the City of San Diego for projects whose construction permit applications are deemed completed on or after January 1, 2014. Local amendments to the 2013 editions of the California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code and the California Green Building Standards Code were approved by the City Council on March 22, 2016. The proposed regulations go into effect 30 days after final passage and are expected to be in effect for construction permit applications submitted and deemed complete on or after May 6, 2016.

The City's Green Building Regulations are published in Chapter 14 Article 10 of the Land Development Code. The amendments address sections related to light pollution reduction for residential and non-residential buildings, water reuse systems for residential buildings, and bicycle and designated parking spaces for non-residential buildings,

The City also adopted the 2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Part 6 of Title 24) without any proposed changes.

The San Diego Municipal Code (Municipal Code) consists of administrative, criminal and regulatory ordinances of the City. The Municipal Code contains many of the ordinances for the City of San Diego. The Municipal Code is updated as new ordinances are adopted by the City Council. Applicable state regulations such as the Title 24 requirements are also adopted into the City's Municipal Code. The Municipal Code includes the Land Development Code to help ensure that development in the City is protective of the public health, safety, and welfare. The intent of the Land Development Code is to provide different review processes appropriate to the different types of development. The Land Development Code provides procedures to review land use plans, zoning actions, maps, and permit applications.

The City's Municipal Code requires compliance with the mandatory measures under CALGreen for residential and non-residential projects, with the exception of the amendments cited above. CALGreen also includes voluntary tier measures in Appendix Chapters A4 and A5 of the CALGreen Code documents. The voluntary tiers are intended to further encourage building practices that improve public health, safety and general welfare by promoting the use of building concepts which minimize the building's impact on the environment and promote a more sustainable design. A project would need to incorporate a number of measures that exceed the mandatory requirements to achieve Tier 1 or Tier 2 status under CALGreen. The intent of the Checklist is not to require projects to achieve a CALGreen specific tier level; rather the approach is to extract measures that exceed current code requirements and can be linked to CAP strategies, goals and actions and provide them as Checklist measures, consistent with the CAP.

Where applicable CALGreen voluntary measures were available to provide reductions beyond baseline conditions, the Tier 1 provisions were included in the Checklist. This is based on the demonstrated feasibility of achieving Tier 1 levels in other jurisdictions. For example, Sonoma County and the City of Cloverdale have adopted the Tier 1 voluntary measures as mandatory. The City of Palo Alto has adopted CALGreen Tier 1 for tenant improvements and renovations for non-residential projects and CALGreen Tier 2 for new construction.

CALGreen provides an opportunity for a simple green building program that is acceptable to most if not all local jurisdictions. The potential for city-wide uniformity provides major benefits by consistent application of green building standards in the plan check and inspection processes and creates an opportunity for the City to provide consistent permit submittal requirements. While other green building rating programs such as Leadership in Energy and Environmental Design (LEED) include similar provisions, the CALGreen voluntary tiers are the City's preferred approach because it already operates under the CALGreen mandatory framework. CALGreen also provides a simple, uniform program that provides more specificity, predictability and certainty for development projects. It should be noted that the City is not requiring green building certification as part of the Checklist and only measures relevant to CAP strategies are included.

For the purposes of the Checklist, only Tier 1 standards are included for CAP consistency. The CAP consistency measures would work in conjunction with future ordinances developed by the City for CAP implementation. If an ordinance is adopted that incorporates the Checklist questions, those questions would be removed from the Checklist through future amendments. CALGreen Tier 2 compliance would remain voluntary but projects may choose to incorporate the higher tier to achieve additional reductions. If the CAP monitoring program reveals that additional reductions are required of new development, the Checklist would be updated accordingly. Updates may include specifying compliance with the higher CALGreen tier as a CAP consistency measure.

5 PROJECT-SPECIFIC MEASURES

The following sections cover each emissions sector from the CAP and associated project-specific measures included in the Checklist. The measures are also mapped to corresponding CAP strategies noting that in some cases individual measures may overlap across multiple strategies.

5.1 Energy

The CAP includes two broad strategies related to energy:

- ▲ Strategy 1: Energy & Water Efficient Buildings
- ▲ Strategy 2: Clean & Renewable Energy

Both non-residential and residential buildings offer opportunities for emissions reductions in new development as well as existing structures. Generally, building strategies focus on site-specific design and innovation, and technological improvements that increase energy efficiency and provide renewable energy generation. Because both nonresidential and residential property owners, as well as their respective tenants, have different needs and demands, reduction strategies implemented under the CAP will consist of a combination of regulatory mandates and incentives to improve building performance. Therefore, actions under Strategy 1 identified in the CAP include development of an Energy Conservation and Disclosure Ordinance for existing buildings and preparation of a Municipal Energy Strategy and Implementation Plan.

Due to the largely built-out nature of the City, energy efficiency improvements in existing buildings present a sizable opportunity for GHG reductions. Because only a relatively small percentage of building

additions/alterations projects would be captured through the CEQA process, an associated measure is not included in the Checklist. Reductions associated with this action also include energy use reductions at the point of sale which would not trigger a CEQA review. The ordinance to be developed through CAP implementation would appropriately identify opportunities and incentives to achieve meaningful reductions from this subsector.

Similarly, the Municipal Energy Strategy and Implementation Plan applies to the City's operations and would not have broad applicability in the Checklist as it relates to new development projects.

The supporting measures related to Strategy 1 in the CAP include the following:

- ▲ Expand the Property-Assessed Clean Energy (PACE) financing programs to further support residential and non-residential energy and water efficiency actions.
- ▲ Expand incentive programs that further promote energy and water efficiency in residential and non-residential buildings.
- ▲ Implementation of amendments to the City's Building Code that require installation of cool roof materials consistent with the supplementary measures contained in the CALGreen Code for new construction, significant repairs to existing roofs, and re-roofing.
- ▲ Implement a Smart Energy Management & Monitoring System (SEMMS) for municipal facilities to monitor and track energy consumption. Based upon results, staff will identify opportunities for greater efficiency and demand response.
- ▲ Develop a Zero Net Energy Policy for new municipal-owned buildings.
- ▲ Pursue LEED for Existing Buildings: Operation and Maintenance Certification for municipal facilities.

The supporting measures primarily represent actions that would be taken by the City and/or would only impact municipal buildings. An exception is the measure related to cool roofs that would be implemented through a future update to the City's Building Code. The measure is included in the Checklist in the interim until an update to the code is adopted. Additional detail is provided in the "Cool/Green Roofs" section below.

Goals and actions related to Strategy 2 in the CAP include development of a Community Choice Aggregation (CCA) or another program to achieve 100 percent renewable energy city-wide by 2035, an increase in municipal zero emissions vehicles in the City's fleet, and conversion of existing diesel municipal solid waste collection trucks to compressed natural gas or other alternative low emission fuels.

The measures related to improvements to the City's vehicle fleet would be implemented by appropriate City departments and do not represent actions relevant to the Checklist. Supporting measures related to these actions include:

- ▲ Consider updating regulations for alternative fuel and zero emissions vehicle requirements for the City's vehicle fleet.
- ▲ Consider an integrated transportation strategy that combines zero emissions vehicle deployment and infrastructure.
- ▲ Present to City Council for consideration an Electric Vehicle Charging Plan.

The supporting measures also represent actions that would be undertaken by the City.

Action 2.1 of the CAP directs the City to consider adoption of a CCA or other program, to leverage its purchasing power for renewable sources of energy. This would include encouraging and facilitating the installation of distributed (small-scale) renewable energy systems for homes and businesses. It may also result in the need for large-scale generation, transmission, and storage systems to maintain a consistent energy supply. Pending development of such a program by the City, a measure related to reducing energy demand on the grid is included in the Checklist. The measure provides projects with the option to reduce energy consumption through enhanced efficiency improvements and/or distributed renewable energy system installation in new development projects. Additional detail is provided in the “Energy Performance Standard/Renewable Energy” section below.

Supporting measures related to Action 2.1 in the CAP include:

- ▲ Complete a citywide CCA Feasibility Study, which would include timelines for implementation and analyze potential costs.
- ▲ Implement General Plan Policy CE-A.5 to achieve net zero energy consumption by employing sustainable or “green” building techniques for the construction and operation of buildings.
- ▲ Support the State’s implementation of the Green Tariff Shared Renewables Program.
- ▲ Establish policies, programs and ordinances that facilitate and promote siting of new onsite photovoltaic energy generation and energy storage systems.
- ▲ Provide adequate funding and resources to meet increased demand for solar photovoltaic and energy storage permitting.
- ▲ Encourage solar photovoltaic installations through implementation of a professional-certification permitting program.

The CAP also notes that the City’s renewable energy program should include presenting an ordinance to City Council to require new residential and non-residential construction to install conduit for future photovoltaics and EV charging stations, and to install plumbing for future solar water heating. Further, should the CCA Program or another program not be implemented, the City will explore the option of utilizing renewable energy credits (RECs) to contribute toward the 100 percent renewable energy target. The CAP notes that efforts should be local in nature to benefit local renewable energy businesses, create jobs, and increase resiliency for the City. The installation of photovoltaics and solar water heaters is covered under the “Renewable Energy” section below while EV charging infrastructure is covered in Section 5.3.

A majority of the supporting measures shown above represent City-initiated actions. However, implementation of General Plan Policy CE-A.5 to achieve net zero energy consumption can be translated to a project-level measure that complements the onsite renewable energy goals. Additional details on this measure are provided in the “Energy Performance Standard/Renewable Energy” section below.

COOL/GREEN ROOFS

A cool roof is one that reflects sunlight and also cools itself by efficiently emitting radiation to its surroundings. A cool roof may consist of white-colored coating or other “cool color” products which use darker-colored pigments that are highly reflective in the near infrared (non-visible) portion of the solar spectrum. Because a white roof strongly reflects both visible and near infrared sunlight, a white roof will typically be cooler than a cool colored roof.

A cool roof reflects and emits the sun’s energy as light back to the sky instead of allowing it to enter the building below as heat. In San Diego’s climate zones, a cool roof can substantially reduce the cooling load of the building, providing several direct benefits to the building owner and occupants, such as increased

occupant comfort, especially during hot summer months, reduced air conditioning use, resulting in energy savings, and decreased roof maintenance costs due to longer roof life. Cool roofs directly reduce GHG emissions by conserving electricity for air conditioning, therefore, emitting less GHGs from offsite electricity generation.²

The provisions of Chapter 15 of the California Building Code and Chapter 9 of the California Residential Code govern the design, materials, construction and quality of roof assemblies and rooftop structures, as applicable and as amended by the San Diego Municipal Code in Chapter 14, Article 5, Division 15. The City's Code currently does not require installation of cool or green roofs in new construction.

The mandatory measures for residential and non-residential buildings in CALGreen do not include a requirement for installation of cool roofs. Installation of a cool roof is one of the measures included for the additional voluntary tiers that a city or community could adopt beyond the mandatory code. The City has incorporated the provisions of CALGreen Tier 1 voluntary measures for residential and non-residential buildings in the Checklist for new projects. The measure has been expanded to include the option of providing a green (vegetated) roof, or a combination of cool and green roof, if it is determined to be more feasible or appropriate for a proposed project. The plants and growing medium of a green roof shade and protect the underlying roof structure from sunlight, thereby reducing its temperature. Further, green roofs cool through evapotranspiration, a process whereby plants take water in through their root systems and release it through their leaves in a process called transpiration. At the same time, evaporation occurs from plant surfaces and directly from the growing medium. Energy from incoming solar radiation that would otherwise heat the roof surface and increase ambient air temperatures is instead used in the evapotranspiration process, resulting in latent heat loss that lowers surrounding air temperatures. Thus, green roofs reduce GHG emissions by conserving electricity for air conditioning, and in some cases, by serving as a means of sequestering carbon.³ CALGreen voluntary measures include provision of green roofs as an exception to the cool roof standards.

If the CAP monitoring program reveals that additional reductions are required of new development, the Checklist would be updated accordingly. Updates may include specifying compliance with the higher CALGreen tier as a CAP consistency criterion.

ENERGY PERFORMANCE STANDARD/RENEWABLE ENERGY

The City's General Plan Policy CE-A.5 seeks to develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. The policy mirrors goals set for California to move towards Zero Net Energy (ZNE). In a ZNE building, the annual energy consumption is equal to its annual production of renewable energy. Through a future update to Title 24, all new residential construction is to be ZNE by 2020 with all new commercial buildings achieving this ZNE goal by 2030. The purpose of ZNE buildings is to reduce demand on the electric grid, thereby reducing GHG emissions. The City is taking a two-pronged approach to reducing energy demand on the grid. Projects may achieve this by either incorporating enhanced efficiency measures to reduce overall energy consumption, or by generating energy onsite from renewable sources (e.g., solar).

Local actions that can help achieve ZNE buildings include encouraging new construction to exceed Title 24, Part 6 requirements. This allows buildings to reduce their energy consumption through increased efficiency and maximizes the benefit of onsite renewable energy. As described in Section 4 above, new construction in the City is required to meet Title 24, Part 6 and CALGreen mandatory standards. The CALGreen voluntary measures were determined to be an appropriate and feasible framework for guiding exceedance of Title 24,

² Natural Resources Defense Council (2012). *Looking Up: How Green Roofs and Cool Roofs Can Reduce Energy Use, Address Climate Change, and Protect Water Resources in Southern California*. June. Available: <<https://www.nrdc.org/sites/default/files/GreenRoofsReport.pdf>>

³ *Ibid*

Part 6 requirements. The CALGreen voluntary measures provide separate performance standards for residential and non-residential buildings under Tier 1 and Tier 2 performance levels. For the purposes of the Checklist, only Tier 1 standards are included for CAP compliance. CALGreen Tier 2 compliance would remain voluntary but projects may choose to incorporate the higher tier to achieve additional reductions. If the CAP monitoring program reveals that additional reductions are required of new development, the Checklist would be updated accordingly. Updates may include specifying compliance with the higher CALGreen tier as a CAP consistency criterion. Additionally, updates to the Checklist would also reflect future updates to Title 24, Part 6 to implement the state's ZNE policies. As these measures become mandatory, corresponding measures would be removed from the Checklist. The Checklist also provides projects the option to achieve the CALGreen Tier 1 energy performance standard through onsite renewable energy generation. As stated in Section 5.1 above, implementation of a CCA or other program to achieve 100 percent renewable energy by 2035 would include encouraging and facilitating the installation of distributed (small-scale) renewable energy systems for homes and businesses. Pending development of such a program by the City, this measure provides projects the option to generate onsite renewable energy to meet the specified standard. This option is included in the Checklist to encourage installation of such systems on new development projects. The optional compliance mechanism is appropriate because distributed generation renewable energy systems on new development projects form a relatively small proportion of overall renewable energy generation that needs to be achieved to meet City goals in the CAP (See Appendix A of the CAP). The City's renewable energy goals are expected to be achieved through a combination of large-scale solar development and small-scale distributed generation systems on existing and new development. Because of the built-out nature of the City, a larger proportion of these systems is anticipated to be on existing buildings as new development alone would not be able to meet the targets specified in the CAP. The precise distribution of various renewable energy systems will be determined through the development of the CCA or other program.

5.2 Water

The CAP includes the following strategy related to water consumption:

▲ Strategy 1: Energy & Water Efficient Buildings

The CAP includes a goal of reducing per capita water consumption through actions such as a water rate structure that encourages water conservation and reuse, development of a Water Conservation and Disclosure Ordinance, and an Outdoor Landscaping Ordinance that requires use of weather-based irrigation controllers.

The supporting measures related to Strategy 1 as it relates to water consumption include the following:

- ▲ Expand the Property-Assessed Clean Energy (PACE) financing programs to further support residential and non-residential energy and water efficiency actions.
- ▲ Expand incentive programs that further promote energy and water efficiency in residential and non-residential buildings.
- ▲ Record the annual volume percentage of recycled water used and planned to be introduced through 2035. The report will include plans for increasing future annual volumes of recycled water/potable reuse as well as report the number of grey water permits filed for systems discharging more than 250 gallons per day.
- ▲ Pursue additional financial resources and incentives for implementing energy and water efficiency measures identified by the conservation and ordinances, and to promote the expansion of greywater systems.

While CAP actions and supporting measures primarily represent actions that would be taken by the City, the intent of this strategy is to reduce overall water consumption. This is embodied in the specified reductions in daily per capita water consumption by 4 gallons by 2020 and 9 gallons by 2035. New development can contribute to the City's goals by designing buildings to reduce indoor and outdoor water consumption.

Indoor water consumption may be reduced through installation of low-flow plumbing fixtures and fittings as described in the following section.

Outdoor water consumption may be reduced through landscaping regulations that limit lawn areas, require native or drought-tolerant landscaping, hydrozoning irrigation techniques, and efficient irrigation systems. The City's Landscape Regulations are included in Chapter 14, Article 2, Division 4 of the San Diego Municipal Code. The Code requires installation of an automatic irrigation controller that utilizes a rain sensor and evapotranspiration or soil moisture sensor data, and that does not lose programming data if in the event a primary power source is interrupted. Therefore, a separate measure related to weather-based irrigation controllers is not included in the Checklist.

The City also adopted a recent update to the Municipal Code that incorporates water budget requirements under emergency conditions. The water budget calculations are performed in compliance with the Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo). Under the updated Code, the maximum allowable water budget is reduced by more than 20 percent compared to the 2009 ordinance due to a reduction in the evapotranspiration adjustment factor.⁴ The CAP assumed compliance with the 2009 MWELo for baseline calculations. Adoption of the recent Code updates achieves a reduction similar to that assumed in the CAP for outdoor water consumption. In addition, the City's Code already includes requirements for limiting lawn areas, requiring native or drought-tolerant landscaping, hydrozoning irrigation techniques, and efficient irrigation systems that meet or exceed CALGreen voluntary measures. Therefore, additional feasible measures for reducing outdoor water consumption are not applicable and a corresponding measure was not included in the Checklist.

Chapter 14, Article 10, Division 4 of the San Diego Municipal Code includes a requirement for all new residential buildings that are within the scope of the California Residential Code to be constructed to include waste piping to discharge greywater from clothes washers to a place where it may be used for outdoor irrigation, in compliance with Section 1602 of the California Plumbing Code. Therefore, a measure related to greywater systems was not included in the Checklist.

PLUMBING FIXTURES AND FITTINGS

Chapter 14, Article 7, Division 3 of the San Diego Municipal Code specifies plumbing regulations for water and energy conservation. The purpose of this division is to reduce the use of potable water in the City by establishing maximum rates of flow for plumbing fixtures installed in new construction. The section requires new water conserving plumbing fixtures and fittings to comply with the residential and non-residential mandatory measures in Chapter 4 and 5 of the CALGreen Code and Chapter 4 of the California Plumbing Code.

CALGreen includes voluntary measures that specify reduced flow rates for plumbing fixtures and fittings for residential and non-residential development. Prescriptive-method based Tier 1 specifications that specify the maximum flow rate for each plumbing fixture and fitting are included in the Checklist to achieve greater reductions in indoor water consumption compared to baseline conditions.⁵

⁴<http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/MWELo%202015%20Revision%20Fact%20Sheet.pdf>

⁵ 2013 California Green Building Standards Code (CALGreen). California Code of Regulations Title 24, Part 11. See Appendix A4 and A5.

5.3 Transportation

The CAP includes the following strategy related to transportation:

▲ Strategy 3: Bicycling, Walking, Transit & Land Use

Transportation strategies cover a broad range of activities that aim to reduce VMT, improve mobility, and enhance vehicle fuel efficiency. Specific implementation measures involve changing land uses, adopting a new perspective on community design, promoting alternative modes of travel, revising parking standards, and managing parking.

The CAP includes a collective mode share goal for transit, walking and biking of 22 percent by 2020 and 50 percent by 2035 in TPAs. The goals would be achieved through a combination of implementing the General Plan’s Mobility Element and the City of Villages Strategy in TPAs, pedestrian improvements, the City’s Bicycle Master Plan, a Traffic Signal Master Plan, a Roundabouts Master Plan, and transit-oriented development in TPAs.

Supporting measures related to this strategy in the CAP include:

- ▲ Implement bicycle improvements concurrent with street re-surfacing projects, including lane diets, green bike lanes, sharrows, and buffered bike lanes.
- ▲ Implement a bicycle sharing program with DecoBikes. Reduce the “1 mile” barrier gap by ensuring that further expansion of the bike share program is designed and implemented to reduce the distance needed to travel between transit stops and destinations.
- ▲ Identify and address gaps in the City’s pedestrian network and opportunities for improved pedestrian crossings, using the City’s Pedestrian Master Plan and the City’s sidewalk assessment.
- ▲ Adopt City portions of SANDAG’s forthcoming first mile/last mile initiative and incorporate Safe Routes to Transit strategies in TPAs.
- ▲ Coordinate pedestrian counting programs with SANDAG & San Diego State University (SDSU) Active Transportation Research Programs.
- ▲ Develop a Parking Plan to include measures such as “unbundled parking” for nonresidential and residential sectors in urban areas.
- ▲ Prepare a Commuter Report with measures to increase commuting by transit for City employees.
- ▲ Achieve better walkability and transit-supportive densities by locating a majority of all new residential development within TPAs.
- ▲ Develop a new priority ranking for capital improvement projects in TPAs that will be integrated into Council Policy 800-14, Community Development Block Grant and other grant opportunities, and Public Facilities Financing Plans.
- ▲ In addition to commuting, implement infrastructure improvements including “complete streets” to facilitate alternative transportation modes for all travel trips.
- ▲ The most recent version of the California Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen tool will be used as one method to identify and help prioritize, when possible,

underserved communities in census tracts ranking in the top 30 percent of CalEnviroScreen scores, which may be locally normalized, for transit-related infrastructure improvements and capital improvements.

A majority of the CAP actions and supporting measures related to Strategy 3 would be City-initiated actions. Changes in land uses and community design would be best suited for implementation at the Community Plan level. Nonetheless, the City has adopted a mode share goal for alternative transportation and new projects can demonstrate consistency with the City's overall intent by incorporating measures that would not hinder and would contribute to the City's ability to meet these goals. Implementation of the measures included in the Checklist would help new projects make a contribution to reduction in single-occupancy vehicle trips and encourage an increase in trips using alternative modes of transportation, including mass transit, walking, biking, EVs and low emissions vehicles. It should be noted that the City's reduction efforts would be focused on commuter trips in TPAs based on assumptions in the CAP; therefore, the measures in the following sections are geared towards employment uses in TPAs, unless otherwise noted.

ELECTRIC VEHICLE CHARGING

The CAP included the effect of California EV policies and programs as a separate reduction under state and federal actions. On March 23, 2012, California Governor Jerry Brown adopted Executive Order B-16-2012 which, among other things, sets a statewide target of 1.5 million zero emissions vehicles by 2025. In addition, California has adopted a number of policies to encourage adoption of EVs, including the Clean Vehicle Rebate Project, which provides cash incentives to offset a portion of the cost of a qualified vehicle. Senate Bill 350 set a 50 percent renewable standard for the electricity grid by 2030 and directed the California Public Utilities Commission, the California Energy Commission, and ARB to ensure that public utilities move towards creating electricity generation capacity for the upcoming electrification of cars. Therefore, a relevant local action relates to having projects be ready for increasing numbers of electrical cars. An increased number of EVs would also serve to reduce GHG emissions from the transportation sector.⁶ These vehicles would not generate tailpipe emissions and offsite emissions from electricity generation would decline in the future as the City progresses towards its 100 percent renewable energy by 2035.

The City's parking regulations can be found in Chapter 14, Article 2, Division 5 of the San Diego Municipal Code. EV parking requirements are currently included in the designated vehicle parking spaces shown in the following sections. However, given the information provided above regarding increased electrification of the vehicle fleet and the importance of providing EV-readiness for future projects, a separate set of measures is included in the Checklist related to EV parking and charging stations. The specifications for number of EV spaces were adapted from CALGreen Tier 1 standards for residential and non-residential buildings. The Checklist specifies that 3 percent of required parking spaces be equipped with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service to allow for future installation of charging stations, consistent with CALGreen voluntary measures. To further support the shift towards electric vehicles in the fleet, the Checklist specifies that certain development projects equip 50 percent of designated EV spaces with charging stations ready for use by residents or employees. The 50 percent metric is based on the Governor's Office of Planning and Research's (OPR's) *Model Building Code for Plug-In Electric Vehicle Charging*.⁷

DESIGNATED VEHICLE PARKING

Chapter 14, Article 2, Division 5 of the San Diego Municipal Code also specifies the requirements for designated parking spaces for carpool vehicles and zero emissions vehicles. The number of designated

⁶ California Air Resources Board. Electric and Hydrogen Fuels and Vehicles. Available: <http://www.arb.ca.gov/fuels/altfuels/electric_hydrogen/electric_hydrogen.htm>

⁷ https://www.opr.ca.gov/docs/Example_Building_Codes.docx

parking spaces are estimated as a ratio of the total vehicle parking spaces provided with a specified requirement of at least 8 percent of the total automobile parking spaces on the premises if there are 201 or more automobile parking spaces on the premises.

Providing a higher proportion of designated parking spaces would encourage future employees of a project located in a TPA to carpool or drive a low emissions vehicle to work.⁸ The City's requirements in the Municipal Code were compared to CALGreen mandatory and voluntary measures for non-residential uses (shown in Table 2 below). The City's code requirements were found to be consistent with CALGreen mandatory measures. An increase in designated parking spaces to comply with CALGreen Tier 1 voluntary measures would provide a greater incentive to reduce single-occupancy vehicle trips. The designated parking space requirement does not include EV spaces as those are addressed under Question 4 of the Checklist.

Table 2 Number of Designated Parking Spaces for Non-Residential Uses under the San Diego Municipal Code and CALGreen			
Number of Provided Parking Spaces	Number of Designated Parking Spaces		
	San Diego Municipal Code	CALGreen Mandatory Measures	CALGreen Tier 1 Voluntary Measures
0-9	0	0	0
10-25	1	1	2
26-50	3	3	4
51-75	6	6	6
76-100	8	8	9
101-150	11	11	11
151-200	16	16	18
201 and over	At least 8% of total	At least 8% of total	At least 10% of total

Sources: San Diego Municipal Code Chapter 14, Article 2, Division 5; 2013 California Green Building Standards Code (CALGreen) Tables 5.106.5.2 and A5.106.5.1.1

CALGreen specifies a higher proportion of designated parking spaces under Tier 2 voluntary measures. This measure was not included in the Checklist; however, if the City determines the need for higher reductions from this measure through CAP monitoring, the Checklist question may be modified.

BICYCLE PARKING AND SHOWER FACILITIES

Chapter 14, Article 2, Division 5 of the San Diego Municipal Code also specifies the requirements for short-term and long-term bicycle parking spaces. Short-term bicycle parking spaces are intended for use by visitors and are calculated based on the total number of automobile parking spaces required for the premises. Long-term bicycle parking spaces are intended for use by employees and are required for non-residential development at a rate of 5 percent of the required automobile parking for any premises with more than ten full-time employees. The City code also specifies that employee shower facilities shall be provided on the premises for non-residential development where 10 or more long-term bicycle parking spaces are required. The City code requirements are consistent with CALGreen mandatory measures. Bicycle end-of-trip facilities such as secure bicycle parking and showers and lockers for employees, further improve safety and convenience for bicyclists and encourage the use of this alternative mode of transportation.⁹

⁸ California Air Resources Board. 2014. *Impacts of Employer-Based Trip Reduction Programs and Vanpools on Passenger Vehicle Use and Greenhouse Gas Emissions Policy Brief*. September. Available: <http://www.arb.ca.gov/cc/sb375/policies/ebtr/ebtr_brief.pdf>

⁹ California Air Resources Board. 2014. *Impacts of Employer-Based Trip Reduction Programs and Vanpools on Passenger Vehicle Use and Greenhouse Gas Emissions Policy Brief*. September. Available: <http://www.arb.ca.gov/cc/sb375/policies/ebtr/ebtr_brief.pdf>

The project-specific CAP measure included in the Checklist is to provide more short- and long-term bicycle parking than required by the City's Municipal Code. A specific performance standard (higher than the 5 percent ratio) was not included to avoid provision of a disproportionately high number of bicycle parking spaces. Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements. The 600 feet distance criterion is consistent with the City's off-premises parking regulation for automobiles (Section 142.0535, Chapter 14, Article 2, Division 5 of the San Diego Municipal Code) and is considered appropriate for bicycle parking as well.

CALGreen voluntary measures do not specify a higher proportion of bicycle parking, therefore, any increase in number of bicycle parking spaces above the City's code requirements would be consistent with the CAP.

A measure related to shower facilities and personal effects lockers was also included in the Checklist because, while the City code specifies the need for these facilities to be provided, it does not specify a performance standard. The measure is based on CALGreen non-residential voluntary measures. Providing workplace amenities such as bicycle lockers and showers to complement bike lanes is shown to increase cycling to employment sites, thereby reducing automobile trips and GHG emissions.¹⁰

ONSITE AMENITIES

Provision of onsite or easily accessible amenities at employment centers is a complementary transportation demand management (TDM) measure. Access to amenities helps reduce GHG emissions by reducing the need to drive by requiring or encouraging a mix of uses (cafes, drug stores, grocery stores, banks, post office, services, gyms, or childcare) into major developments so workers don't need to use cars during the day.¹¹ To encourage the provision of such amenities in larger non-residential projects that would accommodate over 50 employees, a measure was included in the Checklist specifying provision of such amenities (that meet the definition of accessory uses under San Diego Municipal Code Section 113.0301). The amenities may either be available onsite as part of the development project or within 1,320 feet (1/4 mile) of the structure/use. The 1/4 mile distance metric is used to be consistent with criteria used in the CAP to define mixed-use (See Appendix A of the CAP). Projects that provide access to amenities within this radius encourage walking and other non-auto modes of transportation.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Programs and services that reduce or manage travel demand (Transportation Demand Management or TDM) are cost effective, flexible, and can be executed in shorter time frames than transportation infrastructure improvement projects. TDM refers to a variety of strategies that change travel behavior (how, when, and where people travel) in order to improve transportation system efficiency and achieve key regional objectives, such as reduced traffic congestion, increased safety and mobility, and energy conservation and emission reductions. Typical TDM programs reduce GHG emissions by reducing single-occupancy vehicle trips through ridesharing initiatives such as carpooling and vanpooling; alternative work schedules and teleworking; efficient use of parking; and the use of transit, biking, and walking to work.¹² TDM strategies are especially effective for commuter trips.

Because of the CAP's focus on reducing VMT associated with commuter trips, a measure related to TDM programs is included in the Checklist. This measure would allow future projects to approach VMT reduction in a comprehensive manner instead of implementing discrete measures that may not work as well in isolation. The measure provides the option to incentivize mode share shift for employees by implementing

¹⁰ California Air Resources Board Bicycle Awareness Program. Bicycle Fact Sheet. Available: <<http://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm>>

¹¹ San Diego Association of Governments. 2012. *Integrating Transportation Demand Management Into the Planning and Development Process*. May. Available: <http://www.sandag.org/uploads/publicationid/publicationid_1663_14425.pdf>

¹² *Ibid*

parking cash out programs, parking management plans, or unbundled parking (specified as supporting measures in the CAP). The measure is intended to be flexible as it relates to parking and would work in conjunction with other parking-related measures specified above. The measure also provides projects the ability to choose from a number of optional components of a TDM program to determine the ones that are best suited for a particular project.

5.4 Solid Waste

The CAP includes the following strategy related to solid waste generation:

▲ Strategy 4: Zero Waste (Gas & Waste Management)

There are several different options for managing waste including source reduction, increased recycling, and gas capture. The goal for the City is to achieve a 75 percent waste diversion rate by 2020. The City also has a goal to strive for Zero Waste disposal by 2040. Goals and actions related to this strategy include enacting the City's Zero Waste Plan, and implementing landfill gas collection operational procedures in compliance with the ARB's Landfill Methane Capture regulations. The City will also implement operational procedures to capture methane gas from wastewater treatment.

Supporting measures related to this strategy in the CAP include:

- ▲ Develop a Resource Recovery Center and “one-stop shop” at Miramar Landfill that provides opportunities to maximize waste diversion.
- ▲ Convert curb side recycling and curb side greenery collection programs to a weekly basis and add kitchen scraps to greenery.

The CAP actions and supporting measures shown above represent actions that would be taken by the City, Discretionary projects that exceed the City's CEQA Threshold of Significance for solid waste impacts are required to complete a Waste Management Plan (WMP).¹³ In addition, all projects are required to comply with the City Recycling Ordinance (CRO) and the Construction and Demolition (C&D) Debris Deposit Ordinance (C&D Ordinance). The City's Zero Waste Plan, adopted by City Council in June 2015, includes proposals to modify the CRO and C&D Ordinance.¹⁴ The CRO would be modified to reduce exemptions for commercial facilities and multi-family developments and to add additional materials to the ordinance. The C&D Ordinance would be modified to increase the diversion rate required in WMPs to 65 percent. The City's Environmental Services Department is pursuing these ordinance modifications and all projects would be required to comply with City requirements. While new projects could contribute further to the City's goals by achieving waste reduction through composting, the infrastructure to support large-scale increases in composting is not available at this time. This strategy would be implemented at a program-level by the City, supported by projects meeting the ordinance requirements cited above. Therefore, a project-specific action related to this strategy was not included in the Checklist.

5.5 Urban Forestry

The CAP includes the following strategy related to urban forestry:

▲ Strategy 5: Climate Resiliency

¹³ <https://www.sandiego.gov/sites/default/files/legacy/environmental-services/pdf/recycling/wmpbulletin.pdf>

¹⁴ <https://www.sandiego.gov/sites/default/files/legacy/mayor/pdf/2015/ZeroWastePlan.pdf>

Climate Resiliency can be defined as the capacity of a system to absorb disturbance and reorganize while undergoing change and still retain essentially the same function, structure and feedbacks, and therefore identity. The intent is to develop programs, policies, and processes that are not rigid or static, but rather flexible allowing change to accommodate unexpected events and shocks and continue to function effectively.

The CAP includes a target of achieving 15 percent urban tree canopy coverage by 2020 and 35 percent urban tree coverage by 2035. Urban tree canopy refers to the tree crowns that cover the ground when viewed from above. Typically, urban tree canopy coverage is measured by using high definition aerial imagery to calculate how much of the City is “shaded” by trees. Citywide tree canopy coverage is generated by street trees, trees in parks, open space, and private residential, commercial, and industrial areas. This goal would be accomplished through preparation of a city-wide Urban Tree Planting Program that includes water conservation measures to minimize water use for tree plantings. The measures should include planting drought-tolerant and native trees, and prioritizing tree plantings in areas with recycled water and greywater infrastructure.

Supporting measures related to this strategy in the CAP include:

- ▲ Develop a regional (Western San Diego County) Urban Tree Canopy Assessment in collaboration with other regional jurisdictions and SANDAG.
- ▲ Prepare a Parks Master Plan that prioritizes parks in underserved communities.
- ▲ Hire an Urban Forest Program Manager.
- ▲ Plan for the long-term maintenance of additional trees and ensure sufficient staff and funding are available.
- ▲ Complete the Urban Forest Management Plan and present to City Council for adoption.

The CAP actions and supporting measures shown above represent actions that would be taken by the City. While individual projects could contribute to an increase in urban tree canopy, monitoring and enforcing the planting and long-term maintenance of trees would be beyond the scope of current City actions. This strategy is well suited for a city-wide, comprehensive approach and the specified targets would be accomplished through the Urban Tree Planting Program. Therefore, a project-specific action related to this strategy was not included in the Checklist.

6 LIST OF PREPARERS

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Climate Action Plan Amendment

The CAP shall be amended as follows (from pages 15 and 16 of the CAP):

The California Environmental Quality Act (CEQA): Tiering from the 2015 Climate Action Plan

~~With future implementing actions, it is anticipated that~~ The CAP will serve as a Qualified GHG Reduction Plan for purposes of tiering under CEQA. ~~With those future implementation actions, it is anticipated that~~ The CAP meets the requirements set forth in CEQA Guidelines section 15183.5, whereby a lead agency (e.g. the City of San Diego) may analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce GHG emissions. CEQA Guidelines section 15183.5(b) states that a plan for the reduction of greenhouse gas emissions should:

1. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
2. 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;
3. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
4. 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;
5. 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; and
6. Be adopted in a public process following environmental review.

~~Following adoption of the CAP and other necessary implementing actions, the City of San Diego will prepare and present to City Council for adoption a refined CEQA streamlining proposal to allow project-specific environmental documents, if eligible, to tier from and/or incorporate by reference the CAP's programmatic review of GHG impacts in their cumulative impacts analysis. The proposal~~ CAP Consistency Checklist (Appendix C) will provide a streamlined review process for the GHG emissions analysis of proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

CITY OF SAN DIEGO
CLIMATE ACTION PLAN
AMENDED JULY 2016

APPENDIX C
CAP CONSISTENCY CHECKLIST



CLIMATE ACTION PLAN CONSISTENCY CHECKLIST INTRODUCTION

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).¹

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

This Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

The Checklist may be updated to incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, State, or federal law.

Questions pertaining to the Checklist should be directed to **XXXXX**. Questions pertaining to the City's Climate Action Plan should be directed to **XXXX**.

¹ Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

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CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- ✓ The Checklist is required only for projects subject to CEQA review.²
- ✓ If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in [Chapter 11: Land Development Procedures](#) of the City's Municipal Code.
- ✓ The requirements in the Checklist will be included in the project's conditions of approval.
- ✓ The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

Application Information

Contact Information

Project No./Name: _____

Property Address: _____

Applicant Name/Co.: _____

Contact Phone: _____ Contact Email: _____

Was a consultant retained to complete this checklist? Yes No If Yes, complete the following

Consultant Name: _____ Contact Phone: _____

Company Name: _____ Contact Email: _____

Project Information

1. What is the size of the project (acres)? _____

2. Identify all applicable proposed land uses:

- Residential (indicate # of single-family units): _____
- Residential (indicate # of multi-family units): _____
- Commercial (total square footage): _____
- Industrial (total square footage): _____
- Other (describe): _____

3. Is the project located in a Transit Priority Area? Yes No

4. Provide a brief description of the project proposed: _____

² Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.



CAP CONSISTENCY CHECKLIST QUESTIONS

Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
1. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations? ³ <u>OR</u> , 2. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations? <u>OR</u> , 3. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, would the project be located in a Transit Priority Area (TPA) and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?	<input type="checkbox"/>	<input type="checkbox"/>

If **"Yes,"** proceed to Step 2 of the Checklist. For questions 2 and 3 above, provide estimated project emissions under both existing and proposed designation(s) for comparison. For question 3 above, complete Step 3.

If **"No,"** in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

³ This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

Strategy 2: Clean & Renewable Energy

3. Energy Performance Standard / Renewable Energy

Is the project designed to have an energy budget that meets the following performance standards when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building as calculated by [Compliance Software certified by the California Energy Commission](#) (percent improvement over current code):

- Low-rise residential - 15% improvement?
- Nonresidential with indoor lighting OR mechanical systems, but not both - 5% improvement?
- Nonresidential with both indoor lighting AND mechanical systems - 10% improvement?

The demand reduction may be provided through on-site renewable energy generation, such as solar, or by designing the project to have an energy budget that meets the above-mentioned performance standards, when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building (percent improvement over current code).

Check "N/A" only if the project does not contain any residential or non-residential buildings.



Strategy 3: Bicycling, Walking, Transit & Land Use

4. Electric Vehicle Charging

- Single-family projects: Would the required parking serving each new single-family residence and each unit of a duplex be constructed with a listed cabinet, box or enclosure connected to a raceway linking the required parking space to the electrical service, to allow for the future installation of electric vehicle supply equipment to provide an electric vehicle charging station for use by the resident?
- Multiple-family projects of 10 dwelling units or less: Would at least 3% of the total parking spaces required, or a minimum of one space, whichever is higher, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?
- Multiple-family projects of more than 10 dwelling units: Would at least 3% of the total parking spaces required, or a minimum of one space, whichever is higher, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, and of the total listed cabinets, boxes or enclosures provided, would at least 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?
- Non-residential projects: If the project includes new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A, would at least 3% of the total parking spaces required, or a minimum of one space, whichever is higher, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, and of the total listed cabinets, boxes or enclosures provided, would at least 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?

Check "N/A" only if the project is does not include new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A.

Strategy 3: Bicycling, Walking, Transit & Land Use

(Complete this section if project includes non-residential or mixed uses)

5. Bicycle Parking Spaces

Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code ([Chapter 14, Article 2, Division 5](#))?⁵

Check "N/A" only if the project is a residential project.

⁵ Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

6. *Shower facilities*

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the [California Green Building Standards Code](#) as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

7. *Designated Parking Spaces*

If the project includes an employment use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?

Number of Parking Spaces Required Per City's Municipal Code	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include an employment use in a TPA.

<p>8. <i>Onsite Amenities</i></p> <p>If the project would accommodate over 50 tenant-occupants (employees), would the employees be provided access to amenities (that meet the definition of accessory uses under San Diego Municipal Code Section 113.0301) that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?</p> <p>Check "N/A" only if the project is a residential project, or if it would not accommodate over 50 tenant-occupants (employees).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>9. <i>Transportation Demand Management Program</i></p> <p>If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:</p> <p>At least one of the following components:</p> <ul style="list-style-type: none"> • Parking cash out program • Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools • Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development <p>And at least three of the following components:</p> <ul style="list-style-type: none"> • Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees • On-site carsharing vehicle(s) or bikesharing • Flexible or alternative work hours • Telework program • Transit, carpool, and vanpool subsidies • Pre-tax deduction for transit or vanpool fares and bicycle commute costs? <p>Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option 3. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. The following questions must each be answered in the affirmative and fully explained.

1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

Considerations for this question:

- Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
- Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
- Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?

Considerations for this question:

- Does the proposed project support/incorporate identified transit routes and stops/stations?
- Does the project include transit priority measures, such as: Safe Routes to Transit, and first mile/last mile initiatives?

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?

Considerations for this question:

- Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
- Does the proposed project design include features for walkability to promote a transit supportive environment?

4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?

Considerations for this question:

- Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
- Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?

Considerations for this question:

- Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
- Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
- Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?
- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?

Considerations for this question:

- Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
- Does the proposed project include policies or strategies for preserving existing trees?
- Does the proposed project incorporate tree planting that will contribute to the City's urban canopy tree coverage goal?



CLIMATE ACTION PLAN CONSISTENCY CHECKLIST

ATTACHMENT A

This attachment provides performance standards for applicable Climate Action Plan (CAP) Consistency Checklist measures.

Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan				
Land Use Type	Roof Slope	Minimum 3-Year Aged Solar Reflectance	Thermal Emittance	Solar Reflective Index
Low-Rise Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
High-Rise Residential Buildings, Hotels and Motels	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
Non-Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16

Source: Adapted from the [California Green Building Standards Code \(CALGreen\)](#) Tier 1 residential and non-residential voluntary measures shown in Tables A4.106.5.1 and A5.106.11.2.2, respectively. Roof installation and verification shall occur in accordance with the CALGreen Code.

CALGreen does not include recommended values for low-rise residential buildings with roof slopes of ≤ 2:12 for San Diego's climate zones (7 and 10). Therefore, the values for climate zone 15 that covers Imperial County are adapted here.

Solar Reflectance Index (SRI) equal to or greater than the values specified in this table may be used as an alternative to compliance with the aged solar reflectance values and thermal emittance.

Table 2 Fixture Flow Rates for Non-Residential Buildings related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Fixture Type	Maximum Flow Rate
Showerheads	1.8 gpm @ 80 psi
Lavatory Faucets	0.35 gpm @60 psi
Kitchen Faucets	1.6 gpm @ 60 psi
Wash Fountains	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering Faucets	0.18 gallons/cycle
Metering Faucets for Wash Fountains	0.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity Tank-type Water Closets	1.12 gallons/flush
Flushometer Tank Water Closets	1.12 gallons/flush
Flushometer Valve Water Closets	1.12 gallons/flush
Electromechanical Hydraulic Water Closets	1.12 gallons/flush
Urinals	0.5 gallons/flush

Source: Adapted from the [California Green Building Standards Code \(CALGreen\)](#) Tier 1 non-residential voluntary measures shown in Tables A5.303.2.3.1 and A5.106.11.2.2, respectively. See the [California Plumbing Code](#) for definitions of each fixture type.

Where complying faucets are unavailable, aerators rated at 0.35 gpm or other means may be used to achieve reduction.

Acronyms:

gpm = gallons per minute

psi = pounds per square inch (unit of pressure)

in. = inch

Table 3 Standards for Appliances and Fixtures for Commercial Application related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Appliance/Fixture Type	Standard	
Clothes Washers	Maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the <i>California Code of Regulations</i> .	
Conveyor-type Dishwashers	0.70 maximum gallons per rack (2.6 L) (High-Temperature)	0.62 maximum gallons per rack (4.4 L) (Chemical)
Door-type Dishwashers	0.95 maximum gallons per rack (3.6 L) (High-Temperature)	1.16 maximum gallons per rack (2.6 L) (Chemical)
Undercounter-type Dishwashers	0.90 maximum gallons per rack (3.4 L) (High-Temperature)	0.98 maximum gallons per rack (3.7 L) (Chemical)
Combination Ovens	Consume no more than 10 gallons per hour (38 L/h) in the full operational mode.	
Commercial Pre-rinse Spray Valves (manufactured on or after January 1, 2006)	Function at equal to or less than 1.6 gallons per minute (0.10 L/s) at 60 psi (414 kPa) and <ul style="list-style-type: none"> • Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate. • Be equipped with an integral automatic shutoff. • Operate at static pressure of at least 30 psi (207 kPa) when designed for a flow rate of 1.3 gallons per minute (0.08 L/s) or less. 	

Source: Adapted from the [California Green Building Standards Code \(CALGreen\)](#) Tier 1 non-residential voluntary measures shown in Section A5.303.3. See the [California Plumbing Code](#) for definitions of each appliance/fixture type.

Acronyms:

L = liter

L/h = liters per hour

L/s = liters per second

psi = pounds per square inch (unit of pressure)

kPa = kilopascal (unit of pressure)

Table 4 **Size-based Trigger Levels for Electric Vehicle Charging Requirements for Non-Residential Buildings related to Question 10: Electric Vehicle Charging supporting Strategy 3: Bicycling, Walking, Transit & Land Use of the Climate Action Plan**

Land Use Type	Size-based Trigger Level
Hospital	500 or more beds OR Expansion of a 500+ bed hospital by 20%
College	3,000 or more students OR Expansion of a 3,000+ student college by 20%
Hotels/Motels	500 or more rooms
Industrial, Manufacturing or Processing Plants or Industrial Parks	1,000 or more employees OR 40 acres or more of land area OR 650,000 square feet or more of gross floor area
Office buildings or Office Parks	1,000 or more employees OR 250,000 square feet or more of gross floor area
Shopping centers or Trade Centers	1,000 or more employees OR 500,000 square feet or more of gross floor area
Sports, Entertainment or Recreation Facilities	Accommodate at least 4,000 persons per performance OR Contain 1,500 or more fixed seats
Transit Projects (including, but not limited to, transit stations and park and ride lots).	All
Source: Adapted from the Governor's Office of Planning and Research's (OPR's) Model Building Code for Plug-In Electric Vehicle Charging	

City of San Diego
Climate Action Plan Amendment
Climate Action Plan Consistency Checklist

**Draft Addendum and
Environmental Checklist**

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June 2016

Addendum to the City of San Diego Climate Action Plan Final Environmental Impact Report

June 14, 2016

State Clearinghouse No.

This addendum to the Final Program Environmental Impact Report (CAP PEIR) for the City of San Diego Climate Action Plan (CAP) evaluates 1) an amendment to the City's California Environmental Quality Act (CEQA) Significance Determination Thresholds to add a significance threshold for greenhouse gas (GHG) emissions (GHG Threshold), and 2) an amendment to the CAP, which add a CAP Consistency Checklist (Checklist) and includes other minor amendments related to references to the Checklist (Project). Specifically, this addendum analyzes the effects of the GHG Threshold and implementation of a Checklist that identifies measures individual projects would implement to ensure their consistency with the CAP and to streamline their environmental review of cumulative GHG emissions within their environmental documents

PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the CAP involved the preparation of the following documents that are relevant to the consideration of the proposed CAP amendment.

- ▲ Draft CAP PEIR for the City of San Diego Climate Action Plan, July 2015;
- ▲ Final CAP PEIR for the City of San Diego Climate Action Plan, November 2015;
- ▲ CEQA Findings of Fact and Statement of Overriding Considerations for the City of San Diego Climate Action Plan, November 2015; and
- ▲ Mitigation Monitoring and Reporting Program for the City of San Diego Climate Action Plan, November 2015.

CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a subsequent environmental impact report (SEIR), a Supplement to an EIR, and an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

(1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and

(2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

This addendum is intended to evaluate and confirm CEQA compliance for the Project, which would be a change relative to what is described and evaluated in the CAP PEIR. This addendum is organized as an environmental checklist, and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the approved CAP PEIR, and determine whether such changes were or were not adequately covered in the certified EIR. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the CAP PEIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, 15163, 15164 and 15168.

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A CAP Consistency Checklist

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ACRONYMS AND ABBREVIATIONS

ALUC	Airport Land Use Commission
ALUCPs	Airport Land Use Compatibility Plans
ARB	California Air Resources Board
BAU	business-as-usual
BMP	best management practices
CAP	City of San Diego Climate Action Plan
CAP PEIR	Final Program Environmental Impact Report
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
Checklist	CAP Consistency Checklist
City	City of San Diego's
CLUP	Comprehensive Land Use Plan
CPAP	Climate Protection Action Plan
EO	Executive Order
ESL	Environmentally Sensitive Lands
FAA	Federal Aviation Administration
General Plan	City of San Diego General Plan
General Plan PEIR	Final Environmental Impact Report for the City's 2008 General Plan Update
GHG	greenhouse gas
I-8	Interstate 8
MBTA	Migratory Bird Treaty Act
MHPA	Multi-Habitat Planning Area
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Plan
MT CO _{2e}	metric tons of carbon dioxide equivalent
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration
PV	photovoltaic
RAQS	San Diego Regional Air Quality Strategy
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SANDAG	San Diego Association of Governments
SEIR	subsequent environmental impact report
SR-125	State Route 125
SR-163	State Route 163
SR-75	State Route 75

SR-94	State Route 94
TPA	Transit Priority Area
USFWS	U.S. Fish and Wildlife Service

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1 INTRODUCTION AND PROJECT HISTORY

1.1 INTRODUCTION AND PROJECT BACKGROUND

The City of San Diego's (City) first Climate Protection Action Plan (CPAP) was approved in 2005 and focused on the City's mission to reduce greenhouse gas (GHG) emissions from municipal operations. The CPAP was central to fostering heightened awareness and developing "climate change literacy" within the City and the community. Similarly, the City of San Diego General Plan (General Plan), updated in 2008, is the framework for the City's commitment to long-term conservation, sustainable growth, and resource management. It addresses GHG emission reductions through its City of Villages growth strategy and a wide range of interdisciplinary policies. The City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system.

In 2013, the City began work on the Climate Action Plan (CAP). The CAP is intended to more fully address projected communitywide GHG emissions and provide a plan for reducing such emissions beyond what was previously accomplished with the City's General Plan and General Plan PEIR. At the end of 2015, the City certified the CAP PEIR and adopted the CAP. The CAP PEIR was prepared at the program "first-tier" level of environmental review consistent with the requirements of California Environmental Quality Act (CEQA) Sections 15152 and 15168. The program-level analysis considered the broad environmental impacts of the overall plan.

The CAP PEIR acknowledged that the purpose of the analyses was to measure the potential environmental impacts that are likely to result from implementation of the policies and reduction strategies contained in the CAP. The adopted CAP is a policy document that provides direction for how GHG emissions should be reduced within the City, and the CAP PEIR analysis identifies the potential for implementation of those policies to cause physical changes to the environment. While the CAP PEIR identifies potential impacts that would result from CAP implementation, the analysis is not detailed to the level of site specificity. Additional, project-specific environmental review may be required as individual projects or plan changes are proposed. Specifically, the City may initiate the subsequent review provisions of CEQA for changes to previously reviewed and approved projects (CEQA Guidelines Sections 15162 through 15164) for any amendments to the CAP.

Consistent with the process described, the City is evaluating the adoption of an amendment to the CAP to incorporate a CAP Consistency Checklist (Checklist) that would be applicable to new development. The purpose of this evaluation is to determine whether the proposed CAP amendment would be consistent with the adopted CAP and whether and what type of additional environmental review would be required. This environmental checklist has been prepared to determine whether any additional environmental review would be required for the City to consider adoption of the Project. This analysis considers whether the GHG Threshold, Checklist, actions resulting from the GHG Threshold and Checklist, or changed environmental conditions that are of sufficient magnitude would result in new or substantially more severe environmental impacts, as compared to those evaluated in the CAP PEIR, and also whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to that evaluated in the CAP PEIR.

1.2 CITY OF SAN DIEGO CLIMATE ACTION PLAN

1.2.1 Purpose

Former Governor Arnold Schwarzenegger's Executive Order (EO) S-3-05 established the 2050 statewide GHG reduction target of 80 percent below 1990 levels, expressing the intent of the State to address the issue of climate change through reducing GHGs. In 2015, Governor Edmund G. Brown, Jr.'s EO B-30-15 established

an interim 2030 statewide GHG reduction target of 40 percent below 1990 levels in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. In more recent years, California lawmakers have made clear that preventing or mitigating climate change is a key component of the state's sustainable future, and that local governments play a key role in reducing community-wide emissions with their control over local land use planning.

Following EO S-3-05, the California legislature passed Assembly Bill 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32) in 2006, also known as the Global Warming Solutions Act. AB 32 requires the California Air Resources Board (ARB) to design and implement feasible and cost-effective emissions limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing an approximately 15 percent reduction in current emissions). AB 32 anticipates that the GHG reduction goals will be met, in part, through local government actions. ARB has identified a GHG reduction target of 15 percent from 2010 levels for local governments (municipal and community-wide) and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions as local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

Pursuant to AB 32, ARB adopted a Climate Change Scoping Plan in December 2008 (reapproved by ARB on August 24, 2011 [ARB 2008]) outlining measures to meet the 2020 GHG reduction goals. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business-as-usual emissions levels or about 15 percent from 2010 levels. The Scoping Plan recommends measures that are worth studying further, and that the State of California may implement, such as new fuel regulations. The Climate Change Scoping Plan Update (ARB 2014) details the progress towards meeting the 2020 reduction goal since the adoption of AB 32, as well as the GHG reduction framework to meet the 80 percent below 1990 levels by 2050. The primary focus areas identified in the Climate Change Scoping Plan Update are associated with energy, transportation, agriculture, water, waste management, natural and working lands, short-lived climate pollutants, green buildings, and cap-and-trade.

In response to the State's efforts and to ensure the City contributes its fair share to statewide GHG reductions, the City adopted the CAP in 2015. The CAP identifies measures to effectively meet GHG reduction targets for 2020, as well as 2035 which serves as an "interim" target between the 2020 target and the state's longer term 2050 target. The City engaged in a comprehensive environmental review and public outreach processes associated with the CAP. The City's CAP included a baseline inventory of GHG emissions for 2010; a business-as-usual (BAU) projection for emissions at 2020, 2030, and 2035; a calculation of the City's targets based on a reduction from the 2010 baseline; and emission reductions with implementation of the CAP.

The City emitted a total of 12,984,993 metric tons of carbon dioxide equivalent (MT CO_{2e}) in 2010. Accounting for future population and economic growth, the City projects GHG emissions of 14,124,690 MT CO_{2e} in 2020, 15,856,604 MT CO_{2e} in 2030, and 16,716,020 MT CO_{2e} in 2035. The CAP set a target to achieve a 15 percent reduction from the 2010 baseline by 2020 based on the recommendation by ARB. The CAP also includes targets to reduce emissions below the 2010 baseline by 40 percent by 2030, and 50 percent by 2035, which would ensure that the City is on the trajectory to meet its proportional share of the 2050 target set forth in Executive Order S-3-05. Therefore, the City must implement strategies that reduce emissions to 11,037,244 MT of CO_{2e} in 2020, 7,790,996 MT of CO_{2e} in 2030, and 6,492,497 MT of CO_{2e} in 2035.

By meeting the 2020 and 2035 targets, the City will maintain its trajectory to meet its proportional share of the 2050 state target. Future actions anticipated by the state and possible federal initiatives would reduce the need for local measures and help ensure broader participation in emission reduction efforts. If ARB adopts a recommendation for a percentage reduction for local governments for future years, the City will amend its targets accordingly.

Within the adopted CAP, the City has identified five broad strategies to reduce GHG emissions to achieve the 2020 and 2035 targets:

1. Energy & Water Efficient Buildings
2. Clean & Renewable Energy
3. Bicycling, Walking, Transit & Land Use
4. Zero Waste
5. Climate Resiliency

The CAP is intended to achieve reductions from all sources and sectors, existing and new. This is emphasized by the fact that the City's reduction targets are a reduction below baseline emissions. Therefore, GHG emissions in the City need to be reduced below existing levels while additional emissions are generated by growth through 2020 and 2035. As such, new development would need to contribute its fair-share of GHG reductions by complying with CAP strategies, goals, and actions that were determined to be applicable through the Checklist development process.

1.3 CHANGES SINCE ADOPTION OF THE CAP

In December 2015, the City of San Diego (City) certified the CAP PEIR and adopted the CAP which outlines the actions that the City will undertake to achieve its proportional share of GHG emission reductions. In accordance with CEQA Guidelines section 15183.5, the CAP was intended to serve as a qualified GHG reduction plan for purposes of tiering under CEQA in that it:

1. Quantified GHG emissions, both existing and projected over a specified period of time, resulting from activities in a defined geographic area;
2. Established a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
3. Identified and analyzed GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
4. Established a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
5. Was adopted in a public process following environmental review.

The CAP also included a group of strategies and actions, including performance targets, that substantial evidence demonstrated would collectively achieve the specified emissions levels (the CAP targets). However, at the time the CAP was adopted, it did not specify measures to be implemented on a project-by-project basis to ensure that the CAP targets would be achieved. Rather, at that time, the CAP specified that a refined CEQA streamlining proposal to allow project-specific environmental documents, if eligible, to tier from and/or incorporate by reference the CAP's programmatic review of GHG impacts on their cumulative analyses. Once added to the CAP, the Checklist will complete the requirements under CEQA Guidelines section 15183.5 to be a qualified GHG reduction plan. The CAP would be amended to include the Checklist as an appendix and would also include other minor updates to the CAP to accurately refer to the Checklist. The Checklist and associated CAP amendments are included in Appendix A. The City would use the Checklist to determine whether a project's GHG impact would be significant in accordance with the GHG Threshold.

The Checklist contains a list of questions and measures to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved and that an individual project is doing its part to achieve the City's GHG reductions. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP PEIR for their cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP as determined by the Checklist must

prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. CAP consistency for plan-level analyses, such as a Community Plan update, would be prepared in accordance with Planning Department guidance, which generally provides for quantification of GHG emissions and evaluating the plan to ensure consistency with the CAP strategies. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

In addition to the Checklist, the City proposes to amend its *California Environmental Quality Act Significance Determination Thresholds* to include a new threshold for evaluation of GHG emissions (GHG Threshold). The GHG Threshold would be part of the Significance Determination Thresholds, which are part of the City's Land Development Manual. Specifically, the GHG Threshold asks whether a project would 1) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and 2) conflict with the CAP. See Attachment A for additional detail. Whether or not a project would generate significant GHG emissions and would conflict with the CAP would be determined through either the CAP Consistency Checklist, which would be applicable to new development projects subject to CEQA, or in accordance with the Planning Department's guidance for determining CAP consistency for program-level environmental documents (e.g., community plan updates) (see Attachment 4).

This Addendum examines and identifies whether these changes from the original adopted CAP, changed circumstances, or newly available information would cause new or substantially more severe significant impacts as compared to those identified in the certified CAP PEIR. The City will then consider whether and what type of supplemental environmental review is necessary and whether it will approve the Project as proposed, approve with modifications, or deny the Project.

1.4 PROJECT DESCRIPTION

1.4.1 Project Location

The City of San Diego is located within San Diego County in the southwestern corner of California. San Diego County is bordered by the Pacific Ocean on the west, Riverside County to the north, Imperial County to the east, Orange County at the northwest corner, and the Republic of Mexico to the South (see Figure 1-1 in the CAP PEIR). The planning area for the CAP is the City of San Diego General Plan (2008) planning area, which encompasses all land within the city limits and prospective annexation areas. The city includes approximately 332 square miles of land separated into 55 community planning areas (see Figure 1-2 in the CAP PEIR). A more detailed description of the project location can be found in the CAP PEIR, Section 1.B.

1.4.2 Existing Setting

The San Diego region is characterized by four physiographic regions: the low-lying coastal plain, the foothills, the mountains, and the lowlands of the desert. The City of San Diego is the largest incorporated city in San Diego County and borders unincorporated areas of the County, a number of other cities, and the U.S.-Mexico border. The County of San Diego identifies 23 communities and subregional areas throughout the County. The City of San Diego serves as the primary employment center for the region, with many residents of surrounding cities commuting to areas within San Diego.

The existing land uses within the City are described in Chapter 3.8, Land Use, of the Final Environmental Impact Report for the City's 2008 General Plan Update (General Plan PEIR). Additionally, relevant goals and policies are summarized in Chapter 3 of the General Plan PEIR. The detailed setting and policies provided in the General Plan PEIR are fully incorporated by these references. Furthermore, Chapter 3 (Environmental Setting, Impacts, and Mitigation Measures) in the CAP PEIR details the environmental setting in regards to each specific impact area analyzed in the chapter's sections.

1.4.3 Project Objectives

The CAP's objectives, as described in the CAP PEIR (City of San Diego, November 2015: p. ES-2), are the following:

- ▲ provide a roadmap to achieve GHG reductions;
- ▲ conform to California laws and regulations;
- ▲ implement climate action policies of the General Plan;
- ▲ provide CEQA streamlining for GHG emissions from new developments;
- ▲ create green jobs through incentive-based policies, such as the manufacture and installation of solar panels;
- ▲ improve public health by removing harmful pollutants from our air and improve water quality;
- ▲ increase local control over the City's future by reducing dependence on imported water and energy;
- ▲ enhance quality of life by supporting active transportation, planting trees and reducing landfill waste; and
- ▲ save taxpayer money by decreasing municipal water, waste, and energy usage in City-owned buildings.

In addition to the CAP objectives, the City has identified the following specific project objectives for the Project:

- ▲ be consistent with the CAP and all associated plans and policies;
- ▲ provide CEQA streamlining for GHG emissions from new developments;
- ▲ provide specific measures for new developments to ensure the City achieves its GHG reduction targets;
- ▲ establish a new GHG threshold that will be incorporated into the City's *California Environmental Quality Act Significance Determination Thresholds*

1.4.4 Project Description

Overview

The Checklist is a proposed amendment to the City's CAP. It has been developed to be consistent with the CAP, including all associated plans and policies, and does not include any substantial changes or revisions to the analysis or measures included in the CAP; rather, it provides a tool for the City to evaluate individual project consistency with the CAP and for projects to streamline GHG emissions analyses. The GHG Threshold represents a significance threshold with respect to GHG emissions; the GHG Threshold relies on the Checklist and the Planning Department guidance for determining consistency with the CAP, which determines the level of significance of the impact.

In general, the Checklist identifies questions and measures that can be implemented by a project that are above and beyond the measures required by the City's code or other regulations and that are consistent with the strategies, goals and actions outlined in the CAP. Compliance with the Checklist would ensure that a

project would meet CAP objectives and implement the strategies and actions in the CAP. A benefit of demonstrating compliance through the Checklist is that it would offer a refined CEQA streamlining tool to allow project-specific environmental documents, if eligible, to tier from and/or incorporate by reference the CAP's programmatic review of GHG impacts in their cumulative impact analysis. With approval of the Checklist by the City, the City's CAP (together with the Checklist) would meet the requirements under section 15183.5 of the CEQA Guidelines as a qualified plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. The Checklist provides a streamlined review process for the GHG emissions analysis of proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

CHECKLIST QUESTIONS

A copy of the proposed Checklist is included in Appendix A. An accompanying Technical Support Document was prepared to support how the Checklist questions were developed and how they demonstrate that the goals for GHG emission reductions outlined in the CAP would be achieved.

In general, the Checklist is divided into three evaluation steps: Land Use Consistency; CAP Strategies Consistency; and Project CAP Conformance Evaluation. The first step (Step 1) in determining CAP consistency for discretionary development projects is to assess a project's consistency with the growth projections used in the development of the CAP. This section allows the City to assess a project's consistency with the land use assumptions used in the CAP. If it is determined that a project would be consistent with the land use assumptions used in the CAP, then an applicant would proceed to Step 2 of the Checklist. It should be noted that option 3 under this section identifies that a project may still be consistent with the CAP even if it is inconsistent with the existing land use plan and zoning designations, and results in an increase in GHG emissions when compared to the existing designations, if such a project would be located in a Transit Priority Area (TPA) and implements CAP Strategy 3 actions (see Table 2-1 below), as determined in Step 3 of the Checklist. In this case, the applicant would need to complete Steps 2 and 3 of the Checklist.

The second step (Step 2) of the Checklist would review and evaluate a project's consistency with the applicable strategies and actions of the CAP. It is through this step that a project applicant would identify whether the project incorporates specific GHG-reducing measures and would, therefore, be consistent with the CAP. The final step (Step 3) of the Checklist would only apply if question 3 under Step 1 is answered in the affirmative under option 3. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions.

CHANGES RESULTING FROM THE PROJECT

The GHG Threshold relates to consistency with the CAP. As described above, the Checklist would be incorporated as an appendix to the CAP. The Checklist has been prepared by the City to be consistent with the CAP, including all associated plans and policies, and does not include any substantial changes or revisions to the analysis or measures included in the CAP.

In adopting the Checklist and applying it to individual projects, the City is initiating a review process to determine whether the projects under consideration are consistent with the CAP and incorporate measures to achieve its GHG reduction goals. The question at hand is whether any of the questions/measures outlined in the Checklist would result in any new or substantially more severe environmental impacts from those evaluated in the CAP PEIR. That is, are there measures (and their associated environmental impacts) that would be implemented by projects but were not considered or evaluated in the broad scope of the CAP PEIR. The analysis provided in the attached environmental checklist evaluates whether new or substantially more severe impacts would occur from the changes to the CAP proposed by the City.

Step 1 of the Checklist involves a land use consistency review of a project. This review would not result in any physical changes in the environment under which the CAP would be implemented, rather, the results of this review would determine whether a specific project is consistent with the assumptions of the CAP and CAP PEIR. If a project is determined to be consistent with Step 1, further evaluation under the Checklist can proceed. However, if the project is determined to not be consistent under Step 1, then separate, project-specific environmental review of the project would be required and the project could not rely upon the cumulative GHG analysis certified as part of the CAP PEIR. Therefore, no changes to the CAP would result from Step 1, and Step 1 (in and of itself) would not result in any new or substantially more severe environmental impacts compared to that evaluated in the CAP PEIR. As a result, the focus of the remainder of this analysis will be on Steps 2 and 3 of the Checklist.

Steps 2 and 3 of the Checklist identify specific measures that individual projects can implement to demonstrate compliance with the CAP and to utilize the CEQA streamlining benefits of a qualified CAP under Section 15183.5 of the CEQA Guidelines. The purpose of this environmental review is to determine whether any of the measures outlined in Step 2 and 3 of the Checklist would result in any new or substantially more severe environmental impacts from that evaluated in the CAP PEIR.

Table 2-1 provides a brief summary of the measures outlined in Steps 2 and 3 of the Checklist. This table is used as the basis for the environmental analysis provided throughout this document. Please refer to Appendix A for the full Checklist.

Table 2-1	Summary of Checklist Measures and Potential Environmental Impacts
Step 2: CAP Strategies Consistency	
Strategy 1: Energy & Water Efficient Buildings	
1.	<i>Cool/Green Roofs.</i>
▲	Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code (Attachment A)?; OR,
▲	Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code ?; OR,
▲	Would the project include a combination of the above two options?
Check "N/A" only if the project does not include a roof component.	
2.	<i>Plumbing fixtures and fittings</i>
With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:	
Residential buildings:	
▲	Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi;
▲	Standard dishwashers: 4.25 gallons per cycle;
▲	Compact dishwashers: 3.5 gallons per cycle; and
▲	Clothes washers: water factor of 6 gallons per cubic feet of drum capacity?
Nonresidential buildings:	
▲	Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code (See Attachment A); and
▲	Appliances and fixtures for commercial applications that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code (See Attachment A)?
Check "N/A" only if the project does not include any plumbing fixtures or fittings.	
Strategy 2: Clean & Renewable Energy	
3.	<i>Energy Performance Standard / Renewable Energy</i>
Is the project designed to have an energy budget that meets the following performance standards when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building as calculated by Compliance Software certified by the California Energy Commission (percent improvement over current code):	
▲	Low-rise residential – 15% improvement?
▲	Nonresidential with indoor lighting OR mechanical systems, but not both – 5% improvement?

Table 2-1 Summary of Checklist Measures and Potential Environmental Impacts

▲ Nonresidential with both indoor lighting AND mechanical systems – 10% improvement?

The demand reduction may be provided through on-site renewable energy generation, such as solar, or by designing the project to have an energy budget that meets the above-mentioned performance standards, when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building (percent improvement over current code).

Check “N/A” only if the project does not contain any residential or non-residential buildings.

Strategy 3: Bicycling, Walking, Transit & Land Use

4. *Electric Vehicle Charging*

▲ Single-family projects: Would the required parking serving each new single-family residence and each unit of a duplex be constructed with a listed cabinet, box or enclosure connected to a raceway linking the required parking space to the electrical service, to allow for the future installation of electric vehicle supply equipment to provide an electric vehicle charging station for use by the resident?

▲ Multiple-family projects of 10 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?

▲ Multiple-family projects of more than 10 dwelling units: Would 3% of the total parking spaces required, or a minimum of one space, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official? Of the total listed cabinets, boxes or enclosures provided, 50% shall have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents.

▲ Non-residential projects: If the project includes new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A, would 3% of the total parking spaces required, or a minimum of one space, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official? Of the total listed cabinets, boxes or enclosures provided, 50% shall have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use.

Check “N/A” only if the project does not include new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A.

Strategy 3: Bicycling, Walking, Transit & Land Use

(Complete this section if project includes non-residential or mixed uses)

5. *Bicycle Parking Spaces*

Would the project provide more short- and long-term bicycle parking spaces than required in the City’s Municipal Code ([Chapter 14, Article 2, Division 5](#))?

Check “N/A” only if the project is a residential project.

6. *Shower facilities*

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the [California Green Building Standards Code](#) as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check “N/A” only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

Table 2-1 Summary of Checklist Measures and Potential Environmental Impacts

7. *Designated Parking Spaces*

If the project includes an employment use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient and carpool/vanpool vehicles in accordance with the following table?

Number of Provided Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 12 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include an employment use in a TPA.

8. *Onsite Amenities*

If the project would accommodate over 50 tenant-occupants (employees), would the employees be provided access to amenities (that meet the definition of accessory uses under San Diego Municipal Code Section 113.0301) that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?

Check "N/A" only if the project is a residential project, or if it would not accommodate over 50 tenant-occupants (employees).

9. *Transportation Demand Management Program*

If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:

At least one of the following components:

- ▲ Parking cash out program
- ▲ Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools
- ▲ Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development

And at least three of the following components:

- ▲ Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees
- ▲ On-site carsharing vehicle(s) or bikesharing
- ▲ Flexible or alternative work hours
- ▲ Telework program
- ▲ Transit, carpool, and vanpool subsidies
- ▲ Pre-tax deduction for transit or vanpool fares and bicycle commute costs?

Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option 3. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. The following questions must each be answered in the affirmative and fully explained.

1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

Considerations for this question:

- ▲ Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
- ▲ Is the project site suitable to accommodate mixed-use, village development, as defined in the General Plan, within the TPA?
- ▲ Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

Table 2-1 Summary of Checklist Measures and Potential Environmental Impacts

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?
 Considerations for this question:
- ▲ Does the proposed project support/incorporate identified transit routes and stops/stations?
 - ▲ Does the project identify transit priority measures?
-
3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?
 Considerations for this question:
- ▲ Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
 - ▲ Does the proposed project urban design include features for walkability to promote a transit supportive environment?
-
4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?
 Considerations for this question:
- ▲ Does the proposed project circulation system identify bicycle improvements in consideration of the Bicycle Master Plan?
 - ▲ Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?
-
5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?
 Considerations for this question:
- ▲ Does the proposed project identify new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
 - ▲ Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
 - ▲ Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?
-
6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?
 Considerations for this question:
- ▲ Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
 - ▲ Does the proposed project include policies or strategies for preserving existing trees?
 - ▲ Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

Incorporation and use of the GHG Threshold would not result in any new or substantially more severe environmental impacts compared to the impacts identified in the CAP PEIR because the CAP was adopted for the purpose of reducing citywide GHG emissions; thereby mitigating adverse environmental impacts associated with global climate change. Overall, if a project or program is determined to be consistent with the CAP it would have less-than-significant project-related GHG emission impacts and it could tier from the cumulative GHG analysis of the CAP PEIR consistent with the requirements of CEQA Guidelines Section 15183.5. Therefore, requiring a project to be consistent with the CAP would not result in significant GHG impacts. However, a project may achieve consistency with the CAP through the implementation of a variety of GHG reduction measures. The City has proposed the Checklist, which identifies measures that projects could implement to be consistent with the CAP. The degree to which measures identified in the Checklist would result in any new or substantially more severe environmental impacts from that described in the CAP PEIR is the subject of this environmental review and is evaluated throughout Section 3, Environmental Checklist.

1.4.5 Required Discretionary Actions

The City of San Diego is the project proponent and Lead Agency for purposes of CEQA. No other development entitlements or permits would be required from other responsible agencies.

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2 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

2.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this analysis is to evaluate whether any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the CAP PEIR would occur. The resources evaluated are consistent with the resources evaluated in the CAP PEIR and any new changes to the State CEQA Guidelines since the CAP was approved. The column titles of the environmental checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162 and have been aligned with the resources and thresholds identified in the 2015 CAP PEIR. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the CAP PEIR. For instance, the environmental categories might be answered with a “no” in the environmental checklist because the impacts associated with the proposed project were adequately addressed in the CAP PEIR, and the environmental impact significance conclusions of the EIR remain applicable. The purpose of each column of the environmental checklist is described below.

2.1.1 Where Impact was Analyzed

This column provides a cross-reference to the pages of the CAP PEIR where information and analysis may be found relative to the environmental issue listed under each topic.

2.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed to the approved CAP, as it is described in the certified CAP PEIR, is indicated in the columns to the right of the environmental issues.

2.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

2.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows

that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this environmental checklist review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

2.1.5 Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

2.2 DISCUSSION AND MITIGATION SECTIONS

2.2.1 Discussion

A discussion of the elements of the environmental checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

2.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the proposed Project are listed under each environmental category. New mitigation measures are included, if needed.

2.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3 ENVIRONMENTAL CHECKLIST

3.1 LAND USE

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Land Use. Would the project:				
a. Conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project?	Setting pp. 3.A-1 to 3.A-11 Impacts & Mitigation pp. 3.A-17 to 3.A-21	No	No	Yes
b. Conflict with the environmental goals, objectives, or recommendations of the General Plan or affected community plans?	Setting pp. 3.A-1 to 3.A-11 Impacts & Mitigation pp. 3.A-21 to 3.A-28	No	No	N/A
c. Conflict with an adopted environmental plan or other approved local, regional or State habitat conservation plan?	Setting pp. 3.A-1 to 3.A-11 Impacts & Mitigation pp. 3.A-27 to 3.A-28	No	No	N/A

3.1.1 Discussion

No substantial change in the environmental and regulatory settings related to land use and planning in the City, described in the CAP PEIR Sections 3A.2 and 3A.3, has occurred since the certification of the CAP PEIR in November 2015.

a) Conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project?

As discussed in the CAP PEIR on pages 3.A-17 to 3.A-21, the CAP is a policy-level document that adopted strategies to reduce GHG emissions and is designed to mitigate adverse environmental impacts associated with global climate change. The CAP has been prepared to be consistent with the City’s General Plan, other planning documents, and the Land Development Code. The CAP does not propose any site-specific projects or grant any entitlements for development, but rather proposes a set of strategies, actions, and supporting measures that are intended to add detail to and implement climate-related policies of the General Plan and other plans.

As described in the CAP PEIR, implementation of the CAP would generally be consistent with all applicable land use plans, policies, and regulations of agencies with jurisdiction over a project, and would not conflict with any land use plans. Some projects undertaken pursuant to the CAP or in support of CAP programs, particularly the development of large-scale renewable energy facilities within the City limits, could conflict with existing land use and zoning designations or could conflict with adjacent land uses. This could result in a significant land use impact.

With implementation of Mitigation Measure LU-1 from the CAP PEIR, potentially significant land use conflicts from siting of large-scale renewable energy facilities would be avoided. In the case where projects are found to have the potential for conflicts, additional environmental review would be required to determine the significance of impacts, the potential for mitigating impacts, and to consider project alternatives that may

reduce or avoid impacts. After mitigation, this impact would be less than significant. The physical impacts that could result from land use conflicts may be significant and unavoidable and those impacts are analyzed in the CAP PEIR Sections 3.B (Visual Effects and Neighborhood Quality), 3.C (Air Quality), and 3.F (Transportation and Circulation).

Step 1 of the CAP Consistency Checklist assesses a project's consistency with the land use assumptions used in the CAP. If a project proposes plan and/or zone amendments, the Checklist requires the applicant to explain any discrepancies and determine whether the proposed amendments would result in the project being more or less GHG intensive. If a project is more GHG intensive, then equivalent or better GHG reduction must be demonstrated as part of the project design and incorporated into the conditions of approval in order for a project to be able to use the streamlining benefits of the Checklist for its GHG emissions analysis. The use of the Checklist does not remove the requirement to analyze any other potential environmental impacts required under CEQA for a proposed new development project. Further, the measures identified in Step 2 and 3 of the Checklist have been developed to be consistent with the implementing strategies of the CAP and in and of themselves would not conflict with any adopted plans or policies. Therefore, any specific land-use conflicts would be evaluated on a project-by-project basis, as required for environmental review under CEQA. The City's adoption of the GHG Threshold and a project's demonstrated consistency with the CAP would not result in any new or substantially more severe environmental impacts. Therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Conflict with the environmental goals, objectives, or recommendations of the General Plan or affected community plans?

Chapter 3 of the CAP indicates the General Plan policies that support each CAP strategy. Table 3.A-2 in the CAP PEIR relates these General Plan policies to the proposed CAP actions. As shown in the table, each proposed CAP action is consistent with several General Plan policies. The table also provides an indication of how each CAP action is consistent with other adopted environmental plans and policies. As shown in Table 3.A-2, the CAP would implement and be consistent with many of the environmental policies in the General Plan and community plans.

With regard to the community plans, as noted in the Regulatory Setting Section 3.A.2 in the CAP PEIR, each community planning area has its own land use plan that specifically addresses land use distribution and land use designations in more detail than is possible at the General Plan level. Community plans also provide policy for community facilities, urban design and other aspects of community planning. The City is in the process of updating community plans to reflect the policy changes of the General Plan, particularly to add specificity to the City of Villages strategy. The CAP strategies and actions are intended to support and facilitate implementation of the community plans that have already been updated to incorporate the City of Villages strategy. As noted in the General Plan PEIR, Chapter 3.8, Land Use, until all of the community plans have been updated to reflect and incorporate the City of Villages strategy, there may be conflicts between the policies contained in the older community plans and the General Plan.

As described above, implementation of the CAP and the Project would not conflict with the environmental goals, objectives, or recommendations of the General Plan; rather, they are consistent with and implement the environmental goals, policies, and recommendations of the City's General Plan. The City's adoption of the GHG Threshold and a project's demonstrated consistency with the CAP would not result in any new or substantially more severe environmental impacts or conflicts with the General Plan. Therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Conflict with an adopted environmental plan or other approved local, regional or State habitat conservation plan?

As described on page 3.A - 27 of the CAP PEIR, the applicable habitat conservation plan within the City is the Multiple Species Conservation Plan (MSCP) Subarea Plan. The MSCP is a comprehensive habitat conservation planning program for 582,243 acres in southwestern San Diego County and is intended to

preserve a network of habitat and open space to protect biodiversity and enhance the region's quality of life. Other adopted environmental regulations include the City's Environmentally Sensitive Lands (ESL) ordinance, a part of the City's Land Development Code, and the related Biology Guidelines. The City's MSCP Subarea Plan identifies park, open space, and recreation uses in the General Plan that are protected from development through implementation of the Subarea Plan Land Use Considerations (Section 1.4.1 to 1.4.3). The ESL Ordinance applies to all sensitive biological resources as well as environmentally sensitive lands, including steep hillsides, beaches, coastal bluffs, and special flood hazard areas.

The CAP PEIR identifies CAP Actions 2.1 and 3.1 as possibly having a conflict with an adopted environmental plan or other approved local, regional or State habitat conservation plan. Action 2.1 of the CAP could indirectly result in the construction of large-scale renewable energy generation, transmission, and storage systems, in order to support achievement of the CAP goal to supply 100 percent renewable energy to the City's power grid by the year 2035. However, within the City limits, any such development would be subject to the restrictions and requirements of the MSCP Subarea Plan, ESL ordinance, and the Biology Guidelines. Therefore, conflicts or inconsistencies with these plans are not expected to occur within the City.

Outside of the City limits, development of large-scale renewable energy facilities may occur on private or public lands. However, such developments could be proposed for locations within the boundaries of adopted habitat conservation plans or other environmental plans. In such cases, it would be the responsibility of the agency with land use authority over the project site to ensure that such developments were compatible with the requirements of any such plans. Therefore, conflicts either would not occur, or would have to be resolved by the local agency. In either case, it is anticipated that any impacts on sensitive biological resources would be identified and mitigated through the planning process for proposed facilities.

CAP Action 3.1 would facilitate the implementation of the General Plan City of Villages land use strategy, through supporting measures that encourage new development within TPAs, prioritizing infrastructure improvements in TPAs, and implementing bicycle and pedestrian facilities improvements. As with all developments within the City, such projects would be subject to the restrictions and requirements of the regulations contained in the MSCP Subarea Plan, the ESL Ordinance, and the Biology Guidelines. For these reasons, adoption and implementation of the CAP would not be expected to conflict with an adopted environmental plan or any local, regional, or State habitat conservation plan.

The Checklist would result in an amendment to the CAP and would identify the specific measures that would be implemented by projects to ensure their consistency with the CAP. The measures identified in the Checklist have been developed to be consistent with the policies and actions identified in the CAP. All proposed measures would occur within the individual project site or as a component of the overall plan. That is, the Checklist would identify features and elements of the project (e.g., electrical vehicle charging stations, low-flow fixtures, parking, pedestrian and bicycle facility, etc.) that are proposed to ensure project consistency with the CAP. These elements and features would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City's applicable plans and policies including the MSCP Subarea Plan, ESL Ordinance, and Biology Guidelines. Similar to the adopted CAP, the Project would not conflict with an adopted environmental plan or any local, regional, or State habitat conservation plan. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.1.2 Mitigation Measures

The following mitigation measures were adopted with the CAP PEIR and would continue to remain applicable if the CAP amendment were approved.

- ▲ *Mitigation Measure LU-1: Siting of large-scale renewable energy projects.*

- ▲ No additional mitigation measures are required.

3.1.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR pertaining to Land Use remain valid and amendment of the CAP would not result in new or substantially more severe significant impacts to land use.

3.2 VISUAL EFFECTS & NEIGHBORHOOD CHARACTER

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2. Visual Effects & Neighborhood Character. Would the project:				
a. Affect the visual quality of the planning area, particularly with respect to views from public viewing areas, vistas, or open spaces?	Setting pp. 3.B-1 to 3.B-20 Impacts & Mitigation pp. 3.B-21 to 3.B-24	No	No	Yes (Impact determined to be Significant and Unavoidable in CAP PEIR)
b. Introduce incompatible uses with surrounding development in terms of bulk, scale, materials, or style that would result in adverse visual impacts?	Setting pp. 3.B-1 to 3.B-20 Impacts & Mitigation pp. 3.B-24 to 3.B-26	No	No	Yes (Impact determined to be Significant and Unavoidable in CAP PEIR)
c. Create substantial light or glare which would adversely affect daytime or nighttime views in the area?	Setting pp. 3.B-1 to 3.B-20 Impacts & Mitigation pp. 3.B-26 to 3.B-27	No	No	Yes

3.2.1 Discussion

No substantial changes in the environmental and regulatory settings related to visual resources and neighborhood character, described in the CAP PEIR Sections 3B.2 and 3B.3, has occurred since the certification of the CAP PEIR in November 2015.

a) Affect the visual quality of the planning area, particularly with respect to views from public viewing areas, vistas, or open spaces?

As discussed on pages 3.B-1 to 3.B-11 of the CAP PEIR, the San Diego region is a visually diverse region rich in natural open space, topographic resources, scenic highways, scenic vistas, and other distinct aesthetic resources. Scenic highways in the project area include State Route 163 (SR-163) through Balboa Park, State Route 75 (SR-75) at the Silver Strand, and State Route 125 (SR-125) from State Route 94 (SR-94) to Interstate 8 (I-8) are the three transportation corridors in the region that are designated as State Scenic Highways; only SR-163 is completely within city limits. Additionally, public vantage points by community planning area are identified in CAP PEIR’s Table 3.B-1 and generally relate to areas that face the Pacific Ocean, or other bodies of water; views overlooking canyons and open space; and views of the downtown skyline.

As described in the CAP PEIR, several of the CAP strategies include actions that when implemented will result in physical changes to the environment. Some of these changes may have the potential for adverse

effects on the visual quality of the area in which they are situated, and in particular, may result in alteration or obstruction of scenic views from public viewing areas, vistas, or open spaces.

Specifically, the CAP PEIR identified the development of large-scale renewable energy facilities within the City limits via implementation of Action 2.1 as having a significant and unavoidable impact, even with implementation of Mitigation Measure LU-1 (described above under Land Use). This is because the degree of impact and applicability, feasibility, and success of Mitigation Measure LU-1 cannot be accurately predicted for visual quality and scenic views for each specific project at this time; therefore, the program-level impact to visual effects and neighborhood character was determined to be significant and unavoidable. Impacts from other actions identified in the CAP PEIR were determined to be less than significant.

The measures outlined in the Checklist would not cause any additional physical environmental changes to a project beyond those previously analyzed in the CAP PEIR. All proposed measures would occur within the individual project site or as a component of the overall plan. That is, the Checklist would identify features and elements of the project (e.g., electrical vehicle charging stations, low-flow fixtures, parking, pedestrian and bicycle facilities, urban tree plantings, etc.) that are proposed to ensure project consistency with the CAP. These elements and features would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City's applicable plans and policies protecting views and community character. Additionally, while the Checklist could be used to streamline the GHG emissions analysis, the use of the Checklist does not remove a project's requirement to analyze other potential environmental impacts. Therefore, any specific visual effects and neighborhood character conflicts would be evaluated on a project-by-project basis, as required for environmental review under CEQA.

It should be noted that the Checklist identifies the installation of solar facilities on an individual project basis as an option to meet an enhanced energy performance standard. While the CAP PEIR identified the need for renewable energy facilities and the potential need for large-scale, community renewable energy facilities, the Checklist extends this option to individual projects. As described on page 3.B-13 of the CAP PEIR, SB 226 added section 21080.35 to the Public Resources Code, and created a new exemption under CEQA for the installation of solar energy systems, including associated equipment, on the roof of an existing building or at an existing parking lot. The SB 226 exemption applies to those systems that occupy less than 500 square feet of ground space, and includes all associated equipment that enable the generation and use of solar electricity or solar heated water, except for substations. Therefore, solar facilities that meet the requirements of SB 226 would be exempt from CEQA review and have been determined to have less-than-significant environmental impacts including visual impacts. For those projects whose solar facilities may be larger than the facilities described under SB 226, they would be subject to the restrictions and requirements of the City's plans and policies protecting views and community character. Therefore, no new significant visual impacts would occur.

The visual characteristics of the planning jurisdiction for the CAP have not changed since the preparation of the CAP PEIR. The Checklist would not result in changes to individual projects that would alter the development type or density such that different or more severe visual or community character impacts would result. Further, as described above, all appropriate mitigation identified in the CAP PEIR would continue to be applicable with implementation of the Checklist. Overall, substantial and adverse impacts to scenic vistas as a result of large-scale renewable energy facilities would remain as the Project would not change any policies related to that impact. While mitigation is available to reduce impacts associated with these facilities, it is unknown whether the impacts can be reduced to a less-than-significant level. No new significant impacts or substantially more severe impacts would occur with implementation of the Project; therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Introduce incompatible uses with surrounding development in terms of bulk, scale, materials, or style that would result in adverse visual impacts?

As described on page 3.B-26 of the CAP PEIR, most of the proposed CAP actions do not have the potential to result in substantial visual incompatibilities with existing landscapes because of the minor alterations to the

physical environment. Impacts from implementation of the City of Villages strategy were analyzed in the City's General Plan EIR and are not considered a consequence of CAP adoption and implementation. However, the development of large-scale renewable energy facilities within the City limits, which may result from implementation of CAP Action 2.1, could result in incompatibilities with existing landscapes. This could result in a significant impact to visual quality and neighborhood character.

Implementation of Mitigation Measure LU-1 (see Land Use above) would ensure that large-scale renewable energy projects are compatible and not in conflict with existing land use and zoning designations, and that any such facilities would not result in conflicts with adjacent land uses. This mitigation would continue to be applicable with implementation of the Checklist. With implementation of Mitigation Measure LU-1, most potentially significant visual quality and neighborhood character impacts from siting of large-scale renewable energy facilities would be avoided. However, because the degree of impact and applicability, feasibility, and success of Mitigation Measure LU-1 cannot be accurately predicted for visual compatibility with existing neighborhoods for each specific project at this time, and the CAP PEIR concluded that implementation of the CAP would result in significant and unavoidable visual effects and neighborhood character impacts.

The measures outlined in the Checklist would not cause any additional physical environmental changes to a project beyond those previously analyzed in the CAP PEIR. All proposed measures would occur within the individual project site or as a component of the overall plan. That is, the Checklist would identify features and elements of the project (e.g., electrical vehicle charging stations, low-flow fixtures, green roofs, parking, pedestrian and bicycle facilities, urban tree plantings, etc.) that are proposed to ensure project consistency with the CAP. These elements and features would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City's applicable plans and policies protecting views and community character. Additionally, while the Project could be used to streamline the GHG emissions analysis, the Project would not remove a project's requirement to analyze other potential environmental impacts. Therefore, any specific visual effects and neighborhood character conflicts would be evaluated on a project-by-project basis, as required for environmental review under CEQA.

The visual characteristics of the planning jurisdiction for the CAP have not changed since the preparation of the CAP PEIR. The Checklist would not result in changes to individual projects that would alter the development type or density such that different or more severe visual or community character impacts would result. Further, as described above, all appropriate mitigation identified in the CAP PEIR would continue to be applicable with implementation of the Project. Overall, potential conflicts and visual impacts as a result of large-scale renewable energy facilities would remain as the Project would not change any policies related to that impact. While mitigation is available to reduce impacts associated with these facilities, it is unknown whether the impacts can be reduced to a less-than-significant level. No new significant impacts or substantially more severe impacts would occur with implementation of the Project; therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Create substantial light or glare which would adversely affect daytime or nighttime views in the area?

As described on pages 3.B-26 to 3.B-27, new or remodeled construction associated with implementation of several of the proposed CAP actions would have the potential to create new sources of nighttime light or daytime glare. These include renewable energy facilities associated with Action 2.1 Community Choice Aggregation Program, and the actions intended to facilitate implementation of the City of Villages strategy (i.e., Action 3.1 Implement General Plan Mobility Element and City of Villages Strategy in Transit Priority Areas, and Action 3.6 Implement Transit-Oriented Development within Transit Priority Areas). However, as discussed in the CAP PEIR, these actions are expected to result in less-than-significant light and glare impacts because nighttime lighting required for renewable energy facilities would be minimal and they would be designed with non-reflective surfaces. Further, actions required under Action 3.1 and 3.6 would be required to comply with General Plan and community plan design standards. Further, environmental review of individual projects requiring discretionary approval would provide opportunity to identify and mitigate site-specific and development-specific light and glare impacts. Therefore, the CAP PEIR concluded that light and glare impacts from these actions would be less than significant.

Other CAP actions considered for visual and neighborhood character impacts, including Action 3.2: Implement the City’s Pedestrian Master Plan in Transit Priority Areas, Action 3.3 Implement the City’s Bicycle Master Plan, Action 3.5 Implement a Roundabouts Master Plan, and Action 5.1 Urban Tree Planting Program, would not create extensive new reflective surfaces or nighttime lighting, and would therefore not have an impact related to light or glare.

The measures outlined in the Checklist would not cause any additional physical environmental changes to a project beyond those previously analyzed in the CAP PEIR. All proposed measures would occur within the individual project site or as a component of the overall plan. That is, the Checklist would identify features and elements of the project (e.g., electrical vehicle charging stations, low-flow fixtures, parking, pedestrian and bicycle facilities, urban tree plantings, etc.) that ensure project consistency with the CAP. These elements were considered in the CAP PEIR and were determined to have less-than-significant light and glare impacts. Therefore, no new significant impacts or substantially more severe impacts would occur with implementation of the Project. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.2.2 Mitigation Measures

The following mitigation measures were adopted with the CAP PEIR and would continue to remain applicable if the CAP amendment were approved.

- ▲ *Mitigation Measure LU-1: Siting of large-scale renewable energy projects.*

The CAP PEIR concluded that implementation of Action 2.1 would result in significant and unavoidable impacts and that no additional mitigation measures are available to reduce or eliminate the impacts. This conclusion would not change with implementation of the Checklist.

3.2.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and the Project would not result in new or substantially more severe significant impacts to visual effects and neighborhood character.

3.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Affect the ability of the San Diego Regional Air Quality Strategy to meet the federal and state clean air standards, or conflict with implementation of other regional air quality plans?	Setting pp. 3.C-1 to 3.C-18 Impacts & Mitigation pp. 3.C-20	No	No	N/A
b. Would implementation of the CAP result in air emissions that would substantially deteriorate ambient air quality, including the exposure of	Setting pp. 3.C-1 to 3.C-18 Impacts & Mitigation pp. 3.C-21 to 3.C-25	No	No	Yes (Impact determined to be Significant and Unavoidable in CAP PEIR)

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
sensitive receptors to substantial pollutant concentrations?				

3.3.1 Discussion

No substantial changes in the environmental and regulatory settings related to air quality, described in the CAP PEIR Sections 3C.2 and 3C.3 and the Final CAP PEIR, has occurred since the certification of the CAP PEIR in November 2015.

a) Affect the ability of the San Diego Regional Air Quality Strategy to meet the federal and state clean air standards, or conflict with implementation of other regional air quality plans?

As described on page 3.C-20 of the CAP PEIR, because the CAP includes reduction strategies that would reduce air emissions, it would have a beneficial impact on air quality in the City compared to conditions without the CAP. Implementation of the CAP would not affect the ability of the San Diego Regional Air Quality Strategy (RAQS) to meet the federal and state clean air standards, or conflict with implementation of other regional air quality plan. The CAP supports the land use patterns and transportation improvements in the San Diego Association of Governments (SANDAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the City’s General Plan. In doing so, the CAP supports the primary goals of the RAQS and, therefore, would not conflict with or obstruct implementation of the primary goals of an applicable air quality plan. Overall, the implementation of the CAP provides beneficial impact with respect to achieving the goals of the RAQS.

Similar to the overall goals of the CAP, the Checklist identifies specific measures that projects would implement to reduce GHG emissions to levels that would be consistent with the CAP. Therefore, the Project would also support the primary goals of the RAQS and would not conflict or obstruct implementation of the primary goals of an applicable air quality plan. Overall, implementation of the Project would provide a beneficial impact with respect to achieving the goals of the RAQS. Therefore, no new significant impacts or substantially more severe impacts would occur with implementation of the Project. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Would implementation of the CAP result in air emissions that would substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

As discussed in the CAP PEIR on pages 3.C-18 to 3.C-25, several proposed CAP actions have the potential to result in construction emissions, operational emissions, or both. Emissions associated with proposed CAP actions may be mobile emissions (from increased vehicle use or use of mobile construction equipment), stationary sources (such as may occur from operation of energy generation facilities and waste processing facilities), and area sources, such as fugitive dust emissions from construction sites.

The CAP PEIR concludes construction associated with implementation of most of the proposed CAP actions individually do not have the potential to result in substantial air emissions. However, simultaneous implementation of multiple small projects pursuant to CAP actions, and implementation of actions involving large-scale construction, could result in significant construction-related emissions. Additionally, the CAP PEIR concludes that implementation of the City of Villages strategy, as facilitated by the CAP, has the potential to result in significant impacts to air quality. However, because the City of Villages strategy is already City policy, and because it was already the subject of environmental review (the General Plan PEIR), potential impacts

associated with implementation of the City of Villages strategy were identified in the CAP PEIR as not being a direct consequence of CAP adoption and implementation.

Also noted in the CAP PEIR, development of large-scale renewable energy facilities, water recycling facilities, and waste processing facilities could potentially result in significant air impacts during construction and operation. The CAP contains no specific plans for developing such facilities, but only anticipates that they may be developed in the future, and such impacts would be site- and project-specific. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects' consistency with the goals, policies, and recommendations of the General Plan. Because future environmental analysis would be required for specific public utilities projects necessary to implement the CAP, air quality impacts associated with construction and operation of new or substantially altered facilities would be addressed at the project-level. Furthermore, new or revised stationary sources, such as those that may occur with implementation of proposed CAP Action 2.1 Community Choice Aggregation, Action 4.1 Divert Solid Waste and Capture Landfill Emissions, and Action 4.2 Methane Capture from Wastewater Treatment Plants, would be subject to permitting by the SDAPCD. The permitting process requires detailed emissions modeling and establishes emission limits for each pollutant. Stationary source permits are issued if the new or revised source would not result in emissions that would interfere with achievement of the RAQS.

As described on page 3.C-24-25, implementation of the Mitigation Measure AIR-1 for construction activities associated with CAP actions involving small-scale construction would be sufficient to reduce construction emissions to a less-than-significant level. Implementation of Mitigation Measure AIR-2 would reduce emissions associated with increased VMT from waste collection and waste hauling vehicles to a less-than-significant level. Air quality impacts associated with construction and operation of large facilities that could be proposed as a part of CAP Action 2.1, Community Choice Aggregation, would remain significant even with implementation of Mitigation Measure AIR-1, because the degree of air quality impacts associated with construction and operation of large facilities cannot be accurately predicted. Therefore, the CAP PEIR concluded that this impact would remain significant and unavoidable.

Implementation of the Project would not result in the development of any new or different large projects that were not previously considered under the CAP (e.g., large-scale renewable energy projects, on-site solar, and specific design measures to meet City Villages Strategy for Transit Priority Areas). Further, the air quality characteristics for the City and region have not substantially changed since adoption of the CAP. As such, projects that implement measures identified in the Checklist would result in similar construction and operational air quality impacts as those identified in the CAP PEIR. While most impacts could be reduced to a less-than-significant level through the implementation of Mitigation Measure Air-1 and Air-2, some impacts may remain significant and unavoidable especially for those larger-scale construction projects. These impacts would be similar to those that have been identified for the CAP PEIR. No new significant impacts or substantially more severe impacts would occur with implementation of the Project. Therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

3.3.2 Mitigation Measures

The following mitigation measures were adopted with the CAP PEIR and would continue to remain applicable if the CAP amendment were approved.

- ▲ *Mitigation Measure AIR-1: Best available control measures for construction emissions*
- ▲ *Mitigation Measure AIR-2: Reduce emissions from expanded recycling and organics collection programs*

The CAP PEIR concluded that implementation of Mitigation Measure AIR-2 would result in less-than-significant impacts for activities associated with CAP Action 4.1. Implementation of Mitigation Measure AIR-1 would result in a less-than-significant impact for small-scale, CAP-associated construction activities.

However, even with implementation of AIR-1, construction and operation of large facilities possibly proposed as part of Action 2.1 would result in significant and unavoidable impacts and no additional Mitigation Measures are available to reduce or eliminate the impacts. This conclusion would not change with implementation of the Project.

3.3.3 Conclusions

No new circumstances or changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to air quality.

3.4 GREENHOUSE GASES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4. Greenhouse Gases. Would the project:				
a. Generate GHG emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment?	Setting pp. 3.D-1 to 3.D-15 Impacts & Mitigation pp. 3.D-17 to 3.D-19	No	No	N/A
b. Would implementation of the CAP conflict with the GHG reduction targets and measures identified in Governor’s Executive Order S-3-05, Executive Order B-30-15, and CARB’s AB 32 Scoping Plan?	Setting pp. 3.D-1 to 3.D-15 Impacts & Mitigation pp. 3.D-19 to 3.D-20	No	No	N/A

3.4.1 Discussion

No substantial change in the environmental and regulatory settings related to greenhouse gases, described in the CAP PEIR Sections 3D.2 and 3D.3, has occurred since the certification of the CAP PEIR in November 2015.

a) **Generate GHG emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment?**

Overall, as discussed in the CAP PEIR pages 3.D-15 to 3.D-19, implementation of the CAP would reduce per capita GHG emissions and would also result in an overall decrease in GHG emissions citywide. However, implementation of several of the proposed CAP actions which entail new or remodeled construction could result in short-term construction-related GHG emissions. Actions 2.1, 2.2, 2.3, 3.2, 3.3 and 3.5, would result in relatively small-scale, localized, and short-duration construction activities. Actions 1.5, 2.1, 3.1, 3.6, 4.1 and 4.2 could result in both construction-related and operations-related GHG emissions. Several of these actions, if implemented, could result in relatively large construction projects, such as development of large-scale renewable energy facilities under Action 2.1; in-fill development and redevelopment within Transit Priority Areas, facilitated by Actions 3.1 and 3.6; and new or expanded wastewater and solid waste processing facilities under Actions 4.1 and 4.2. However, as indicated in the discussion of expected GHG emissions reduction from implementation of the CAP, these actions would also result in substantial long-term reductions in GHG emissions citywide. Therefore, the CAP actions would not have a considerable contribution to a significant cumulative GHG impact.

The Checklist questions would not result in the development of any new or different projects that were not previously considered under the CAP (e.g., large-scale renewable energy projects, on-site solar, and specific design measures to meet City Villages Strategy for Transit Priority Areas). Further, the GHG characteristics for the City and region have not substantially changed since adoption of the CAP. As such, projects that implement measures identified in the Checklist would result in similar construction and operational GHG impacts, as well as reductions, as those identified in the CAP PEIR. Implementation of these measures would result in a net decrease in GHG emissions citywide and would not have a considerable contribution to a significant cumulative GHG impact. These impacts would be similar to those that have been identified for the CAP PEIR. No new significant impacts or substantially more severe impacts would occur with implementation of the Project. Additionally, ensuring that programmatic plan-level projects are consistent with the CAP in accordance with the GHG Threshold would similarly not result in any new significant impacts or substantially more severe impacts. Therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Would implementation of the CAP conflict with the GHG reduction targets and measures identified in Governor’s Executive Order S-3-05, Executive Order B-30-15, and CARB’s AB 32 Scoping Plan?

As described on page 3.D-20 of the CAP PEIR, the CAP is designed to be consistent with the reduction measures and recommendations contained in CARB’s AB 32 Scoping Plan and would implement locally several of the GHG reduction measures contained in the CARB Scoping Plan. Further, the CAP would not conflict with the GHG reduction targets established by Executive Order S-3-05, Executive Order B-30-15, and AB 32, or the reduction measures identified in CARB’s AB 32 Scoping Plan. To ensure that GHG reduction objectives are met, the City will implement a monitoring plan to monitor the City’s effectiveness in achieving targeted GHG reductions. In addition, implementation of the CAP would result in the City attaining its share of GHG emissions reductions toward the achievement of the statewide GHG emissions reductions targets. This impact was determined to be less than significant in the CAP PEIR.

The Checklist would amend the CAP to identify the specific measures that projects would need to implement to achieve consistency with the CAP. Projects that are determined to be consistent with the CAP would assist the City in attaining its share of GHG emissions reductions toward the achievement of the statewide GHG emissions reductions targets. Therefore, like that described above, the CAP amendment would have a less-than-significant impact pertaining to conflicts with Executive Order S-3-05, Executive Order B-30-15, and AB 32, or the reduction measures identified in CARB’s AB 32 Scoping Plan. No new significant impacts or substantially more severe impacts would occur. Additionally, ensuring that programmatic plan-level projects are consistent with the CAP in accordance with the GHG Threshold would similarly not result in any new significant impacts or substantially more severe impacts. Implementation of the Project would further ensure that the conclusions in the CAP PEIR regarding overall Citywide GHG emissions reductions are valid. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.4.2 Mitigation Measures

No mitigation measures were identified in the certified CAP PEIR regarding this topic, nor are there any additional mitigation measures required the CAP amendment.

3.4.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of CAP amendment would not result in new or substantially more severe significant impacts to greenhouse gases. Implementation of the Project would result in greater GHG emissions reductions than were previously analyzed in the EIR because the meausres would further reduce GHG emissions within the City.

3.5 HISTORICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
5. Historical Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5, or have other physical or aesthetic effects to a prehistoric or historic building, structure, object, or site?	Setting pp. 3.E-1 to 3.E-10 Impacts & Mitigation pp. 3.E-11 to 3.D-19	No	No	Yes (Impact determined to be Significant and Unavoidable in CAP PEIR)

3.5.1 Discussion

No substantial change in the environmental and regulatory settings related to historical resources, described in the CAP PEIR Sections 3E.2 and 3E.3, has occurred since the certification of the CAP PEIR in November 2015. The City sent the notice of availability of the CAP PEIR to the complete Native American distribution list. No comments were received on the CAP PEIR from any Native American tribes.

a) Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5, or have other physical or aesthetic effects to a prehistoric or historic building, structure, object or site?

As described on pages 3.E-1 to 3.E-4, the CAP PEIR identifies several CAP strategies that include actions which, when implemented, could result in impacts on historic resources. Specifically, Actions 1.1 and 2.1 could encourage retrofits of existing buildings to increase energy and water efficiency and install small-scale renewable energy facilities, such as rooftop solar. If this were to occur in historic buildings or districts, it could affect their integrity and ability to convey their historical significance. Additionally, Actions 3.1 and 3.6 would result in in-fill development and redevelopment concentrated in identified Transit Priority Areas. This could result in the demolition or alteration of known historical resources and the accidental discovery and damage to previously unknown cultural resources.

Mitigation Measure HIST-1 was recommended to reduce the historic impacts associated with CAP actions and would require that prior to project discretionary approvals surveys and record searches for the potential resources be conducted and if found preservation and/or mitigation strategies be developed to mitigate site impacts. For sites where archaeological resources may be present, monitors should be on site to observe for resources. If resources are found, they will be collected and a Collections Management Plan prepared. However, even with implementation of this mitigation, the CAP PEIR determined this impact would remain significant and unavoidable, because the degree of impact and applicability, feasibility, and success of these measures cannot be accurately predicted for each specific project. The program-level impact related to historical resources was determined to be significant and unavoidable.

The Checklist measures have been developed to be consistent with the actions of the CAP. Similar to that identified for the CAP, measures such as cool and green roofs, water efficient fixtures, energy efficiency improvements, rain barrels, shower facilities, EV charging, and on-site amenities, could result similar historic and archaeological impacts as those described in the CAP PEIR for Actions 1.1 and 2.1. These elements and features of a project would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City’s Historical Resources Regulations and guidelines protecting historic resources. However, even with implementation of Mitigation Measure HIST-1, some impacts, like those identified in the CAP PEIR, would remain significant and unavoidable. Overall, substantial and adverse impacts to historical resources would remain and would be similar to what would

occur under the CAP. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

3.5.2 Mitigation Measures

The following mitigation measures were adopted with the CAP PEIR and would continue to remain applicable if the CAP amendment were approved.

▲ *Mitigation Measure HIST-1: Archaeological Resources*

The CAP PEIR concluded that implementation of the CAP would result in significant and unavoidable impacts and that no additional mitigation measures are guaranteed to reduce or eliminate the impacts. This conclusion would not change with implementation of the Project.

3.5.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to historical resources.

3.6 TRANSPORTATION & CIRCULATION & PARKING

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Transportation and Circulation. Would the project:				
a. Result in a substantial impact upon existing or planned transportation systems?	Setting pp. 3.F-1 to 3.F-11 Impacts & Mitigation pp. 3.F-13 to 3.F-15	No	No	N/A
b. Create substantial alterations to present circulation movements including effects on existing public access points and/or resulting from anticipated changes in transportation modes?	Setting pp. 3.F-1 to 3.F-11 Impacts & Mitigation pp. 3.F-15 to 3.F-18	No	No	Yes (Impact determined to be Significant and Unavoidable in CAP PEIR)
c. Conflict with the adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycle racks, etc.)?	Setting pp. 3.F-1 to 3.F-11 Impacts & Mitigation pp. 3.F-18 to 3.F-18	No	No	N/A

3.6.1 Discussion

No substantial change in the environmental and regulatory settings related to transportation and circulation, described in the CAP PEIR Sections 3F.2 and 3F.3, has occurred since the certification of the CAP PEIR in November 2015.

a) Result in a substantial impact upon existing or planned transportation systems?

As discussed on pages 3.F-1 to 3.F-14 of the CAP PEIR, the CAP includes strategies and actions intended to reduce dependence on the automobile and promote and facilitate the use of alternative modes of transportation, including bicycling, walking, and transit. This shift in transportation mode was anticipated in the General Plan and the SANDAG Regional Transportation Plan. Therefore, the CAP was determined to be consistent with planned transportation systems.

Several CAP actions, such as energy efficiency, renewable energy, urban forestry, and others, may result in temporary or limited disruption or alteration of transportation patterns or facilities during project construction, but would not substantially alter existing or planned transportation systems once constructed. Specifically, Actions 3.2 and 3.3 encourage and facilitate implementation of existing City policies, which have already been subjected to environmental review in the Final CAP PEIR for General Plan and the Bicycle Master Plan Update EIR. The Bicycle Master Plan Update EIR identified a potentially significant impact of plan implementation on traffic and circulation, related to the removal or alteration of vehicle travel lanes along some roadway segments and intersections. Specified mitigation measures would avoid or reduce some impacts, but the Bicycle Master Plan Update EIR concludes that in some instances, significant impacts could be unavoidable. Because these impacts were already analyzed and mitigated where required in previous EIRs, no further analysis or mitigation was required in the CAP PEIR.

Proposed CAP Actions 3.1 and 3.6 would facilitate implementation of the General Plan's City of Villages strategy and Mobility Element, which would result in major changes to urban form, including transportation systems, particularly within the TPA's. While these changes would generally lead to better traffic conditions in the City by the year 2030, the General Plan PEIR concluded that some projects undertaken pursuant to and consistent with General Plan policies, including the City of Villages strategy and Mobility Element, may adversely affect existing transportation systems. The General Plan PEIR includes a mitigation framework that would be applied to individual projects and would reduce many transportation and circulation impacts of these projects, but the effectiveness of mitigation measures could not be definitively determined at the program level. Therefore, the General Plan PEIR concluded that significant and unavoidable impacts would remain.

While several of the CAP actions would improve traffic flow, they may not be completely effective in reducing or avoiding the impacts to transportation systems associated with the City of Villages strategy. Overall, proposed CAP actions would tend to improve the transportation system or would have only temporally and spatially limited effects, which would be considered less than significant.

The Checklist includes measures that promote and encourage alternative transportation (i.e., designated parking, bicycle facilities, electrical vehicle charging stations); they would not cause any additional impacts beyond those previously analyzed in the CAP PEIR because these measures were contemplated and evaluated in the CAP PEIR. These elements and features of a project would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City's guidelines pertaining to the transportation system. Additionally, the CAP PEIR concludes that the CAP would not create conflicts with the existing or planned transportation system, and because the Checklist includes measures consistent with those evaluated in the CAP, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Create substantial alterations to present circulation movements including effects on existing public access points and/or resulting from anticipated changes in transportation modes?

As discussed on pages 3.F-15 to 3.F-17 of the CAP PEIR, implementation of several of the proposed CAP actions would involve construction that could affect existing circulation patterns. These effects would be temporary, and can generally be minimized through project planning, scheduling, and temporary signage. Existing regulations require preparation of a construction traffic management plan for projects that could

disrupt traffic flow. With the exception of major projects such as major infill development and redevelopment within TPAs and the construction of major infrastructure facilities (discussed further in the CAP PEIR) the construction-related effects of proposed CAP actions on circulation movements would not be substantial.

The CAP PEIR concluded that implementation of the City of Villages strategy and General Plan Mobility Element, as facilitated by CAP Actions 3.1 through 3.6, would result in a major change in urban form and a shift to greater use of alternative transportation modes. As noted in the discussion of Issue a), above, the General Plan PEIR notes the many planned improvements to the transportation and circulation system that would be undertaken through implementation of the City of Villages strategy and Mobility Element, including greater emphasis on alternative transportation modes, would generally lead to better traffic conditions in the City by the year 2030. However, the General Plan PEIR concludes that some projects undertaken pursuant to and consistent with General Plan policies, including the City of Villages strategy and Mobility Element, may adversely affect existing transportation systems. The General Plan PEIR included a mitigation framework that would be applied to individual projects and would reduce many transportation and circulation impacts of these projects, but the General Plan PEIR concluded that the effectiveness of mitigation measures cannot be definitively determined at the program level, and that there is still the potential for significant and unavoidable impacts. Also as discussed under Issue a), the Bicycle Master Plan Update EIR recognizes the potential for significant unavoidable impacts associated with development of bicycle lanes and bicycle paths, where these would require the removal or alteration of vehicle travel lanes along some roadway segments and intersections.

The CAP PEIR identified Actions 2.1 and 3.5 as having a significant and unavoidable impact. Mitigation Measure TR-1 would require the City to monitor, and if necessary, provide an adaptive management program for the Roundabouts Master Plan, called for in CAP Action 3.5. However, this measure would only monitor the implementation of the Roundabouts Master Plan, and not mitigate for the potential impact that could result from implementing the Roundabouts Master Plan. Thus, the program-level impact related to transportation and circulation was concluded to be significant and unavoidable. In regards to Action 2.1, no large-scale renewable energy facilities are proposed as a part of the CAP, and therefore, the potential impacts from the substantial alteration or disruption of existing traffic and circulation patterns from the construction of such facilities is unknown. Because the degree of impact and applicability, feasibility, and success of any mitigation measures relating to traffic circulation cannot be accurately predicted for any large-scale renewable energy project at this time, the program-level impact related to transportation and circulation was determined to be significant and unavoidable.

The CAP PEIR concluded that other CAP actions would not have the potential for significant adverse impacts on traffic and circulation, or would be subject to later, project-specific environmental review. Therefore, impacts of adopting and implementing these actions would be less than significant.

The Checklist includes measures that promote and encourage alternative transportation (i.e., designated parking, bicycle facilities, electrical vehicle charging stations). These measures would not cause any additional impacts beyond those previously analyzed in the CAP PEIR because these measures were contemplated and evaluated in the CAP PEIR. Further, these elements and features of a project would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City's guidelines pertaining to the transportation system. Nonetheless, implementation of the City of Villages strategy, including redevelopment within TPAs and the planned shift in transportation modes has the potential to result in significant adverse impacts on traffic and circulation. Even with implementation of Mitigation Measure TR-1, some impacts, like those identified in the CAP PEIR, would remain significant and unavoidable. Overall, substantial and adverse impacts to the transportation network would remain and would be similar to what would occur under the CAP. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Conflict with the adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycle racks, etc.)?

As described on page 3.F-18 of the CAP PEIR, implementation of CAP Action 3.1, Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas, Action 3.2, Implement the City of San Diego's Pedestrian Master Plan in Transit Priority Areas, and Action 3.3, Implement the City of San Diego's Bicycle Master Plan, and Action 3.6, Implement Transit-Oriented Development within Transit Priority Areas would increase the number of people walking, biking, and using transit in the City, especially in TPAs.

The CAP PEIR concluded that implementation of the CAP would benefit bicycle travel through implementation of the City's Bicycle Master Plan. The CAP would also implement the pedestrian improvements outlined in the Pedestrian Master Plan, which would enhance pedestrian facilities and connectivity. Further, through implementation of the City of Villages strategy and General Plan Mobility Element, the CAP supports transit infrastructure improvements, frequency of service, and increased ridership.

Because CAP actions would support and facilitate alternative methods of transportation, such as public transit and bicycle and pedestrian facilities, the CAP would be consistent with the intent of City and regional plans that seek to improve local and regional transportation. Therefore, this impact was concluded to be less than significant in the CAP PEIR.

The Checklist measures related to promoting alternative transportation would not cause any additional impacts beyond those previously analyzed in the CAP PEIR because proposed measures are consistent with and have been evaluated within the CAP PEIR. Further, these elements and features of a project would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City's guidelines pertaining to the transportation system. The CAP PEIR concludes that the CAP would not create conflicts with the policies, plans, and programs supporting alternative transportation modes and because the Checklist includes measures consistent with those evaluated in the CAP, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

3.6.2 Mitigation Measures

The following mitigation measures were adopted with the CAP PEIR and would continue to remain applicable if the CAP amendment were approved.

- ▲ *Mitigation Measure TR-1: The Roundabouts Master Plan shall include a monitoring and adaptive management program to evaluate, and if necessary, to correct, pedestrian safety issues at operating roundabouts.*

The CAP PEIR concluded that implementation of Actions 2.1 and 3.5 would result in significant and unavoidable impacts and that no additional mitigation measures are guaranteed to reduce or eliminate the impacts. This conclusion would not change with implementation of the Project.

3.6.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to transportation and circulation.

3.7 UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
7. Utilities. Would the project:				
a. Result in a need for new utility systems, or require substantial alterations to existing infrastructure?	Setting pp. 3.G-1 to 3.G-16 Impacts & Mitigation pp. 3.G-18 to 3.G-20	No	No	N/A

3.7.1 Discussion

No substantial change in the environmental and regulatory settings related to utilities, described in the CAP PEIR Sections 3G.2 and 3G.3, has occurred since the certification of the CAP PEIR in November 2015.

a) Result in a need for new utility systems, or require substantial alterations to existing infrastructure?

As discussed in the CAP PEIR on pages 3.G-17 to 3.A-20, several of the CAP strategies include actions that when implemented would result in physical changes to the environment. Actions that could have an impact on public utilities, as identified in the CAP PEIR, are Actions 1.5, 2.1, 3.1, 3.3, 3.5, 3.6, 4.1, and 4.2. Some of these changes may result in a need for new utility systems or require modifications or retrofits to existing infrastructure. Specifically, implementation of the City of Villages strategy, as facilitated by the CAP, has the potential to result in significant impacts to utility systems. However, because the City of Villages strategy is already City policy, and because it was already the subject of environmental review (the General Plan PEIR), potential impacts associated with implementation of the City of Villages strategy are not considered impacts of the CAP. Additionally, development of large-scale renewable energy facilities, water recycling facilities, and waste processing facilities could potentially require new or expanded utility systems. The CAP contains no specific plans for developing such facilities, but only anticipates that they may be developed in the future, and such impacts would be site- and project-specific.

The City’s process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects’ consistency with the goals, policies, and recommendations of the General Plan. Because future environmental analysis would be required for specific public utilities projects necessary to implement the CAP, impacts associated with construction and operation of new or substantially altered utilities systems would be addressed at the project-level. Therefore, such impacts would be examined as specific projects are proposed, and the CAP PEIR concluded that impacts of the CAP on utility systems are less than significant.

The Checklist includes some measures related to utilities including electrical vehicle charging stations, roof-top solar, cool/green roofs, and design that supports densities for the City of Villages strategy. These measures are consistent with the CAP and have been reviewed and evaluated in the CAP PEIR. Further, these elements and features of a project would be evaluated as part of the environmental analysis prepared for each project and would be subject to the restrictions and requirements of the City’s guidelines pertaining to utilities. The CAP PEIR concludes that the CAP would not result in significant impacts relating the need for new or expanded utility facilities and because the Checklist includes measures consistent with those evaluated in the CAP, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified CAP PEIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.7.2 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to utilities.

3.8 WATER SUPPLY

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
8. Water Supply. Would the project:				
a. Result in the excessive use of water?	Setting pp. 3.H-1 to 3.H-11 Impacts & Mitigation pp. 3.H-12 to 3.H-14	No	No	Yes

3.8.1 Discussion

No substantial change in the environmental and regulatory settings related to water supply, described in the CAP PEIR Sections 3H.2 and 3H.3, has occurred since the certification of the CAP PEIR in November 2015.

a) Result in the excessive use of water?

As described on pages 3.H-12 to 3.H-14, the City’s UWMP contains information pertinent to planning and securing adequate water supplies to serve the City of San Diego. The UWMP also describes the conservation measures the City is taking to reduce its current and future demand for potable water, which reflects the anticipated population in the City’s General Plan. Although short-term increases in water demand from CAP-related construction projects could occur, CAP Action 1.4, Water Conservation and Disclosure Ordinance and Action 1.5, Outdoor Landscaping Ordinance, would both have a long-term beneficial effect on water supply by supporting the City’s existing water conservation efforts.

Action 2.1 of the CAP establishes a goal for the City to supply 100 percent of its electricity needs with renewable sources by 2035 through a community choice aggregation program or similar program, which would leverage the aggregated purchasing power of individual customers to purchase renewable energy on a large scale, and through encouraging local solar photovoltaic (PV) and solar water heater installations. Installation of small scale facilities, such as rooftop photovoltaic panels, would have minimal impacts on existing water supplies. However, the CAP PEIR concluded that large-scale renewable energy projects, such as solar and wind farms, could involve new, large or extensive facilities such as solar and wind farms where substantial volumes of water could be required for construction and operation. Future development of these large-scale renewable facilities would be required to demonstrate adequate water supplies are available consistent with the requirement of Senate Bills 610 and 221. Nonetheless, the CAP PEIR concluded this to be a significant impact and recommended Mitigation Measure WS-1. This mitigation recommends that large-scale renewable facility prepare a Water Supply Assessment to ensure the adequacy and availability of

water supplies. With implementation of this mitigation, this impact was reduced to a less-than-significant level.

Proposed CAP Action 3.1 and Action 3.6 are intended to facilitate implementation of major changes to the urban landscape already planned for in the General Plan, Sustainable Communities Strategy, and other planning documents. These changes would result in the development of denser, builtup, and transit and alternative transportation-oriented development, particularly within the TPAs. The General Plan PEIR determined that implementation of the General Plan would not result in significant impacts on the water supply because the anticipated demand would not exceed the expected supply, sufficient alternatives have been identified in case of unanticipated water shortages, and there are multiple conservation efforts underway to reduce the demand.

The Checklist identifies several measures that would implement water conservation efforts of the City including, water efficient fixtures and retrofits and denser development within TPAs as part of the City of Villages strategy. These measures are consistent with and were evaluated in the CAP PEIR. As was concluded in the CAP PEIR, because these measures would further implementation of water conservation efforts and policies, no significant impacts would occur. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.8.2 Mitigation Measures

The following mitigation measures were adopted with the CAP PEIR and would continue to remain applicable if the CAP amendment were approved.

▲ *Mitigation Measure WS-1: Water Supply Assessment*

No additional mitigation measures are required for the Project for this topic.

3.8.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to water supply.

3.9 AGRICULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Agricultural Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	pp. 7-1 to 7-2	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	pp. 7-2 to 7-3	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Agricultural Resources. Would the project:				
c. Involve other changes in the existing environment which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	p. 7-3	No	No	N/A

3.9.1 Discussion

Impacts to agricultural resources were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts on agricultural resources, including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to agricultural resources has occurred since the certification of the CAP PEIR in November 2015.

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As described on pages 7-1 to 7-2 of the CAP PEIR, the CAP has been prepared to be consistent with the City’s General Plan, and supports implementation of the City’s General Plan to achieve better walkability and transit-supportive densities. The City’s General Plan calls for infill and redevelopment of areas with existing development. The resulting intensification within selected urbanized areas is expected to reduce development pressures on vacant and undeveloped land including farmland. For these reasons, the adoption and implementation of the CAP would not result in the conversion of farmland to non-agricultural uses, and no significant impact would occur.

None of the Checklist measures would result in the conversion of important farmland resources. Rather, the measures identify features and design elements that can be incorporated into a project to achieve consistency with the CAP. These features would be evaluated as part of the project-specific environmental review. Regardless, because the measures are consistent with the CAP, they would be expected to reduce development pressures on vacant and undeveloped land including farmland. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

As described on pages 7-2 to 7-3 of the CAP PEIR, many of the actions included in the CAP would involve modifications to existing structures and facilities in developed areas (Actions 1.1, 1.2, 1.4, and 1.5), and would support City plans and policies calling for intensification within urbanized areas (Action 3.1); therefore, those actions would not result in conflicts with existing zoning for agricultural use. Development of larger renewable energy systems that could result from implementation of Action 2.1 would likely occur within the City’s jurisdictional limits in industrial areas and near existing utility infrastructure; therefore, they are also not likely to conflict with existing agricultural zoning. Additionally, the City of San Diego does not contain land subject to a Williamson Act contract. For these reasons, the implementation of the CAP would not result in a conflict with existing zoning for agricultural use or Williamson Act contracts within the City’s jurisdiction, and no impact would occur. Development of larger-scale renewable energy facilities may occur outside the City’s jurisdictional limits. Potential land use conflicts with lands zoned for agricultural use or Williamson Act contracts either would not occur, or would be resolved by the local agency. It is anticipated that impacts to agricultural lands will be considered in the planning and environmental review process for proposed facilities and, therefore, these potential impacts were determined to be less than significant.

None of the Checklist measures would result in conflicts with agricultural-zoned land. Rather, the measures identify features and design elements that can be incorporated into a project to achieve consistency with the CAP. These features would be evaluated as part of the project-specific environmental review. Regardless, as described above, development within the City would likely be in industrial or other urban areas where no Williamson Contract lands are present. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Involve other changes in the existing environment which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

This issue is addressed in a) and b), above.

3.9.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.9.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Pproject would not result in new or substantially more severe significant impacts to agricultural resources.

3.10 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Biological Resources. Would the project:				
a. Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	pp. 7-3 to 7-5	No	No	N/A
b. Have a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	p. 7-5	No	No	N/A
c. Have a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?	p. 7-5	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Biological Resources. Would the project:				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?	pp. 7-5 to 7-6	No	No	N/A
e. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?	p. 7-6	No	No	N/A
f. Introduce land use within an area adjacent to the MHPA that would result in adverse edge effects?	p. 7-6	No	No	N/A
g. Result in a conflict with any local policies or ordinances protecting biological resources?	p. 7-7	No	No	N/A
h. Would the Project introduce invasive species of plants into a natural open space area?	p. 7-7	No	No	N/A

3.10.1 Discussion

Impacts to biological resources were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts on biological resources, including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to biological resources has occurred since the certification of the CAP PEIR in November 2015.

a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

As described on pages 7-3 to 7-5 of the CAP PEIR, the Conservation Element of the City’s General Plan includes policies intended to maintain and enhance biodiversity in the region and conserve viable populations of endangered, threatened, and key sensitive species and their habitats. The CAP has been prepared to be consistent with the City’s General Plan, and implementation of CAP actions would be subject to policies included in the General Plan Conservation Element. Additionally, implementation of the CAP as a component of a specific project would be subject to all applicable regulations regarding sensitive species, including the City’s adopted MSCP Subarea Plan, ESL ordinance, and Land Development Code Biology Guidelines, as well as applicable regulations of the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Projects implemented pursuant to the CAP actions would primarily take place in urban and developed areas and would not generally require new areas of ground disturbance. The CAP also supports implementation of City plans and policies that are intended to achieve better walkability and transit-supportive densities. The resulting intensification within selected urbanized areas is expected to reduce development pressures on

vacant and undeveloped land, and, therefore, would not result in impacts to sensitive species habitat. Therefore, implementation of CAP actions that are confined to existing urban areas is not expected to have a substantial adverse impact on any candidate, sensitive, or special-status species.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable regulations regarding sensitive species, including the City's General Plan Conservation Element, adopted MSCP Subarea Plan, ESL ordinance, and Land Development Code Biology Guidelines, as well as applicable regulations of the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, like the CAP, the Checklist measures would not be expected to have a substantial adverse impact on any candidate, sensitive, or special-status species. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Have a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

As described on page 7-5 of the CAP PEIR, Because CAP strategies and actions would primarily take place in urban and developed areas, and because associated infrastructure would be located within the disturbed footprint of existing facilities, impacts on Tier I, Tier II, Tier IIIA and Tier IIIB habitats or other sensitive natural communities are not expected as a result of implementation of the CAP. Implementation of the CAP as a component of a specific project would also be subject to policies included in the General Plan's Conservation Element, as well as other local, state and federal regulations regarding sensitive habitats (see Item a above). For these reasons, implementation of the CAP would not result in a substantial adverse impact on any Tier I, Tier II, Tier IIIA and Tier IIIB habitats, or other identified sensitive natural communities.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable regulations regarding sensitive species. Therefore, like the CAP, the Checklist measures would not be expected to have a substantial adverse impact on any Tier I, Tier II, Tier IIIA and Tier IIIB habitats, or other identified sensitive natural communities. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Have a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

As described on page 7-5 of the CAP PEIR, CAP actions would primarily take place in urban and developed areas, and associated infrastructure would be located within the disturbed footprint of existing facilities. Therefore, impacts on wetlands are not expected as a result of implementation of the CAP. Further, implementation of the CAP as a component of a specific project would also be subject to policies included in the General Plan's Conservation Element, as well as other local, state and federal regulations regarding wetlands, including applicable regulations of the U.S. Army Corps of Engineers. For these reasons, implementation of the CAP would not result in a substantial adverse impact on wetlands.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable regulations regarding wetlands. Therefore, like the CAP, the Checklist measures would not be expected to have a substantial adverse impact on on wetlands. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

As described on pages 7-5 to 7-6 of the CAP PEIR, it is unlikely that implementation of the CAP actions would impact wildlife movement or migration or impede native wildlife nursery sites, because CAP actions would primarily take place in urban and developed areas, and associated infrastructure would be located within the disturbed footprint of existing facilities. Implementation of the CAP as a component of a specific project would be subject to all applicable regulations regarding animal species and habitats, including the City's adopted MSCP Subarea Plan, which includes identification of wildlife corridors as part of the regional planning effort. In addition, implementation of the CAP would be subject to the Migratory Bird Treaty Act (MBTA), which prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. For these reasons, implementation of the CAP would not result in a substantial adverse impact on wildlife movement, wildlife corridors, and wildlife nursery sites.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable regulations regarding migratory fish or wildlife species, corridors, or nursery sites. Therefore, like the CAP, the Checklist measures would not be expected to have a substantial adverse impact on these resources. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

See Land Use Item c above.

f) Introduce land use within an area adjacent to the MHPA that would result in adverse edge effects?

As described on page 7-6 of the CAP PEIR, policies incorporated into the City's General Plan result in infill and redevelopment of areas with existing development and, therefore, lessen development pressure on vacant or sensitive areas. The General Plan was designed to avoid adjacency concerns with the City's Multi-Habitat Planning Area (MHPA). Nevertheless, if development did occur on undeveloped lands, the CAP actions would not be expected to cause adverse edge effects in addition to those already associated with development. For these reasons, the CAP PEIR concluded that implementation of the CAP would result in a less-than-significant impact.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable regulations regarding the City's MHPA and, in and of themselves, the measures, like the CAP actions would not be expected to cause adverse edge effects. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

g) Result in a conflict with any local policies or ordinances protecting biological resources?

As described on page 7-7 of the CAP PEIR, implementation of the CAP would not conflict with General Plan Conservation Element policies, the MSCP Subarea Plan, ESL ordinance, or Land Development Code Biology Guidelines. No significant impact would occur.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable regulations regarding the City’s MHPA and, in and of themselves, the measures, like the CAP actions would not be expected to cause conflicts with local policies. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

h) Would the Project introduce invasive species of plants into a natural open space area?

As described on page 7-7 of the CAP PEIR, implementation of CAP actions would comply with the City’s General Plan Conservation Element, which includes a policy that encourages the removal of invasive plant species and the planting of native plants near open space preserves. In addition, implementation of the CAP as a component of a specific project would be required to comply with MHPA Land Use Adjacency Guidelines for drainage, toxics, lighting, noise, barriers, invasive species and brush management, as identified in the MSCP Subarea Plan. For these reasons, the CAP would result in a less-than-significant impact regarding introduction of invasive species of plants into a natural open space area.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable regulations regarding invasive plant species and compliance with MHPA Land Use Adjacency Guidelines. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.10.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.10.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to biological resources.

3.11 GEOLOGIC CONDITIONS

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Geologic Conditions. Would the project:				
a. Expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	pp. 7-7 to 7-8	No	No	N/A
b. Result in a substantial increase in wind or water erosion of soils, either on or off the site?	p. 7-8	No	No	N/A
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a	p. 7-8	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Geologic Conditions. Would the project:				
result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				

3.11.1 Discussion

Impacts to geologic resources were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to biological resources has occurred since the certification of the CAP PEIR in November 2015.

a) Expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

As described on pages 7-7 to 7-8 of the CAP PEIR, Southern California is considered one of the most seismically active regions in the United States, with numerous active faults and a history of destructive earthquakes. The entire San Diego region is susceptible to impacts from seismic activity, including earthquakes and ground-shaking events. The actions included in the CAP are intended to reduce community-wide GHG emissions by improving building efficiency, increasing renewable energy use, and improving multimodal transportation options, among other similar actions. Implementation of these strategies and actions would not directly affect the potential to expose people or structures to adverse effects resulting from geologic hazards such as earthquakes, landslides, mudslides, or ground failure.

Projects implementing CAP actions would be subject to all relevant federal, state, and local regulations and building standards, including the California Building Code (CBC) and the City’s grading ordinance. Required conformance with the City’s grading ordinance, and all seismic requirements that are outlined within the CBC, reduce the potential for hazards due to earthquakes. Therefore, implementation of the CAP would not be expected to expose people or structures to potential substantial adverse effects involving earthquakes, and risks related to these hazards would be less than significant.

Slope failure results in landslides and mudslides from unstable soils or geologic units. Geologic hazards, including landslides, are regulated mainly by the CBC and the City’s grading ordinance. The CBC requires special foundation engineering and investigation of soils on proposed development sites located in geologic hazard areas. All projects are required to adhere to California design standards and all standard design, grading, and construction practices to avoid or reduce geologic hazards. Implementation of the CAP as a component of a specific project would be required to conform to the City’s grading ordinance and other local geologic hazard regulations, as well as all requirements outlined within the CBC, would reduce potential for hazards due to landslides. Therefore, implementation of the CAP would not be expected to expose people or structures to increased potential substantial adverse effects involving landslides, and risks associated with landslides would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable seismic and grading regulations as was described for the CAP. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Result in a substantial increase in wind or water erosion of soils, either on or off the site?

As described on page 7-8 of the CAP PEIR, high erosion potential in soils is primarily caused by loose soils and steep slopes. The potential for erosion generally increases as a result of the development of structures and impervious surfaces and the removal of vegetative cover. Implementation of the CAP as a component of a specific project would be subject to the City's grading ordinance, and other applicable regulations, including the National Pollutant Discharge Elimination System (NPDES) and the CBC, which contain policies to reduce erosion potential. Required conformance to the City's grading ordinance and other local geologic hazard regulations, as well as all regulatory requirements, would reduce potential for erosion and loss of topsoil. The CAP PEIR concluded this would be a less-than-significant impact.

Construction of new infrastructure projects as part of CAP actions have the potential for a short-term increase in wind or water erosion of soils; however, it is expected that adherence to existing standard best management practices (BMP) during construction would reduce these temporary impacts from wind or water erosion on soils to less-than-significant levels.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable erosion and grading regulations as was described for the CAP. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

As described on page 7-8 of the CAP PEIR, geologic hazards, including landslides, are regulated mainly by the CBC and the City's grading ordinance. Required conformance to the City's grading ordinance and other local geologic hazard regulations, as well as requirements included in the CBC, would reduce the potential for hazards due to unstable soil conditions. Therefore, implementation of CAP actions as a component of a specific project would not be expected to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and risks related to unstable soil conditions would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable design and grading regulations as was described for the CAP. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.11.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.11.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to geologic conditions.

3.12 HEALTH AND SAFETY AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
12. Health and Safety and Hazardous Materials Error! Reference source not found. Would the project:				
a. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	p. 7-9	No	No	N/A
b. Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?	p. 7-10	No	No	N/A
c. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 7-10	No	No	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?	p. 7-11	No	No	N/A
e. Expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?	p. 7-11	No	No	N/A
f. Result in a safety hazard for people residing or working in a designated airport influence area?	p. 7-11	No	No	N/A
g. Result in a safety hazard for people residing or working within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?	pp. 7-11 to 7-12	No	No	N/A

3.12.1 Discussion

Impacts to health, safety, and hazardous materials were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to health, safety, and hazardous materials has occurred since the certification of the CAP PEIR in November 2015.

a) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As described on page 7-9 of the CAP PEIR, due to climate, topography, and native vegetation, the City of San Diego is subject to both wildland and urban fires. Current drought conditions in the State of California have

both increased the risk of wildland fires due to dry conditions, and prompted the implementation of water conservation strategies. Implementation of CAP actions is not likely to occur in areas where people or structures would be exposed to a significant risk of wildland fires, because they would primarily take place in urban and developed areas. Projects implementing CAP actions would not have an increased likelihood of exposing people or structures to urban fires including fires in areas where urbanized areas are adjacent to wildland areas. For these reasons, risks from exposure to wildland fires were determined to be less than significant.

The CAP PEIR specifically discusses impacts from Action 2.1 regarding the associated development of large-scale renewable energy systems. If such development were to occur inside the City limits, it would be most likely within existing urbanized industrial areas, and thus would not create a significant wildland fire hazard impact. Such developments outside of the City limits could be sited near areas with exposure to wildland fires, but it would fall under the local lead agency's jurisdiction to ensure that no significant wildland fire hazard impacts would occur. Therefore, overall impacts were determined to be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable siting regulations and would need to ensure that adverse wildland fire hazard impacts would not occur. Wildland fire hazard impacts would be less than significant. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?

As described on page 7-10 of the CAP PEIR, projects implementing CAP actions could be located within one-quarter mile of a school. Implementation of the CAP would not change or alter the use of hazardous materials associated with these projects and would not increase the risk from hazardous materials. Construction activities associated with implementation of the CAP could require temporary use of construction materials such as paints and solvents. To the extent that construction of future projects implementing the CAP would result in projects transporting or using hazardous materials, those projects would be required to comply with applicable federal, state, and local regulations related to hazardous materials, such as those administered by the U.S. Environmental Protection Agency; U.S. Department of Transportation; and County of San Diego Department of Environmental Health, Hazardous Materials Division.

The CAP PEIR concluded that implementation of the CAP would not increase exposure of the population to hazardous waste, and required compliance with federal and state regulations pertaining to hazardous wastes would minimize risks associated with hazardous emissions. Therefore, impacts regarding the handling or discovery of hazardous materials, substances, or waste within close proximity to a school would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, projects using the Checklist would be subject to all federal, state, and local regulations pertaining to handling and transporting hazardous materials. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As described on page 7-10 of the CAP PEIR, the City continually implements and updates its Emergency Operations Plan as growth occurs. The actions included in the CAP would not result in effects, such as an increase in traffic volumes that could impair implementation of an emergency response plan or emergency

evacuation plan. Improvements to transportation infrastructure related to implementation of the CAP would be required to comply with City construction requirements including the preparation of a Traffic Control Plan that would ensure adequate emergency access would be provided. Therefore, implementation of the CAP would not physically interfere with an adopted emergency response plan or emergency evacuation plan, and the impact would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable transportation management plan and emergency response planning requirements as was described for the CAP. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

As described on page 7-11 of the CAP PEIR, implementation of CAP strategies and actions would not change or alter the potential for location on a hazardous materials site, and would not be expected to increase risk of exposure to hazardous materials. If implementation of the CAP actions as a component of a specific project is proposed on a hazardous materials site, remediation and cleanup to the appropriate federal, state, or local standard would be required to comply with existing hazardous materials policies and regulations. For these reasons, the impact to the public or environment from location on a hazardous material site was determined to be less than significant in the CAP PEIR.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, implementation of these measures would not alter whether a hazardous material site is present, and if present would not alter the requirements to clean up the site to appropriate standards. Therefore, no significant impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

e) Expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?

As described on page 7-11 of the CAP PEIR, implementation of the CAP would not change or alter the potential for exposure of the population to hazardous toxic substances such as pesticides and herbicides. Required compliance with federal, state and local regulations pertaining to hazardous wastes would minimize any risks, and therefore impacts regarding the risk of exposure to these toxic substances were determined to be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, implementation of these measures would not alter whether toxic substances are present, and if present would not alter the requirements to clean up the site to appropriate standards. Therefore, no significant impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

f) Result in a safety hazard for people residing or working in a designated airport influence area?

As described on page 7-11 of the CAP PEIR, the San Diego International Airport, Marine Corps Air Station Miramar, Brown Field Municipal Airport, and Montgomery Field Municipal Airport are located within the City. The Tijuana International Airport, Gillespie Field, Naval Air Station North Island, and Naval Outlying Field Imperial Beach are located adjacent to the City, but have the potential to affect land use and people within the City. To prevent incompatible uses in areas of higher aircraft hazard potential, the Airport Land Use

Commission (ALUC), in compliance with State law, has prepared Airport Land Use Compatibility Plans (ALUCPs) for areas surrounding each airport with land use policies and criteria in the interest of public safety.

Implementation of CAP actions would not change or alter their compatibility with or proximity to a public airport. Any project proposed near an airport facility would be required to be compatible with the applicable ALUCP, and any applicable Federal Aviation Administration (FAA) regulations. For these reasons, implementation of CAP actions would not introduce any new features that would result in a safety hazard for people residing in or working in a designated airport influence area, and impacts related to this risk would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, implementation of these measures would not alter a project's requirement to be in compliance with ALUCPs or FAA regulations. Therefore, no significant impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

g) Result in a safety hazard for people residing or working within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?

As described on pages 7-11 to 7-12 of the CAP PEIR, implementation of CAP actions would not change or alter a project's compatibility with or proximity to a private airstrip, airport, or heliport facility. Any project proposed near such a facility would be required to be compatible with applicable FAA regulations. For these reasons, implementation of CAP actions would not introduce any new features that would result in a safety hazard for people residing or living within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted ALUCP, and impacts related to this risk were concluded to be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, implementation of these measures would not alter a project's requirement to be in compliance with FAA regulations. Therefore, no significant impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.12.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.12.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to health and safety and hazardous materials.

3.13 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
13. Hydrology and Water Quality. Would the project:				
a. Result in a substantial increase in impervious surfaces and associated increased runoff?	p. 7-13	No	No	N/A
b. Result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?	p. 7-14	No	No	N/A

3.13.1 Discussion

Impacts to hydrology and water quality were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to hydrology and water quality has occurred since the certification of the CAP PEIR in November 2015.

a) Result in a substantial increase in impervious surfaces and associated increased runoff?

As described on page 7-13 of the CAP PEIR, the CAP includes actions which promote travel mode shifts through encouraging use of mass transit, walking and bicycling by creating new and extended mass transit infrastructure and services, renovations, retrofits of existing sidewalks, cross-walks, pedestrian trails, and new bike lanes and facilities (Actions 3.1 through 3.6). These CAP actions could result in both short-term construction and long-term operational impacts that could potentially affect hydrology and water quality resources. Water resources are protected by numerous federal, state and local jurisdictional laws, regulations, plans and ordinances. Compliance with water quality regulations and standards within the City of San Diego is achieved through conditions of required permits. Adherence to the City’s Stormwater Standards Manual is considered to result less-than-significant impacts to hydrology and water quality. Projects that implement the CAP actions would be subject to the required permits and adherence to the City’s Stormwater Standards; therefore, implementation of the CAP would not be expected to violate applicable water quality regulations and standards.

The CAP PEIR concluded that implementation of CAP actions is not likely to result in a substantial increase in impervious surfaces, because they would primarily take place in urban and developed areas and are expected to reduce development pressures on vacant and undeveloped land. Further, CAP actions would be implemented primarily within the existing footprint of the facility and would not generally result in a substantial increase in impervious surfaces and associated runoff. Overall impacts were concluded to be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, projects implementing these measures would be required to comply with the City’s Stormwater Standards Manual, would primarily take place in urban areas, within existing project footprints such that a substantial increase in the impervious footprint of the project would not occur. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Result in a substantial alteration to on-and off-site drainage patterns due to changes in runoff flow rates or volumes?

As described on page 7-14 of the CAP PEIR, implementation of CAP actions would require minimal, if any, new areas of disturbance. Therefore, existing drainage patterns of a site would not be altered, nor would the amount of surface runoff be increased such that it would cause flooding. Implementation of CAP actions would not change or alter a future project’s effect on drainage patterns. Therefore, the CAP PEIR concluded that the CAP would not substantially alter existing drainage patterns or increase amounts of surface runoff that could result in flooding. This would be a less-than-significant impact.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, projects implementing these measures would be required to comply with the City’s design and drainage requirements. Therefore, no significant impacts to the drainage pattern of the site would occur with implementation of the Checklist. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.13.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.13.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to hydrology and water quality.

3.14 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Mineral Resources. Would the project:				
a. Result in the loss of availability of a significant mineral resource (e.g. sand or gravel) as identified the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production - Consumption Region, 1996, Department of Conservation, California Department of Geological Survey (located in the EAS library)?	p. 7-14	No	No	N/A

3.14.1 Discussion

Impacts to mineral resources were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to mineral resources has occurred since the certification of the CAP PEIR in November 2015.

a) Result in the loss of availability of a significant mineral resource (e.g. sand or gravel) as identified the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production –Consumption Region, 1996, Department of Conservation, California Department of Geological Survey (located in the EAS library)?

As described on page 7-14 of the CAP PEIR, the location of San Diego's high-quality mineral resource areas is designated within the General Plan as Mineral Resource Zone (MRZ)-2 areas. State law requires cities to plan for the beneficial management of these valuable mineral resources. Impacts on mineral resources occur when access to the resource is restricted or prohibited through development of lands containing the resource or when non-compatible land uses are developed in close proximity, thereby reducing the likelihood for extraction of those resources. Implementation of the CAP would not create new or modified land uses that would be incompatible with mineral access, as most CAP-related actions would include modifications or improvements to existing structures or facilities. The CAP actions are consistent with the General Plan and associated policies and plans, including those related to mineral resources in the Conservation Element. For these reasons, the CAP PEIR concluded that adoption of the CAP would not result in the loss of availability of a known mineral resource of value to the region and the state, and a less-than-significant impact would occur.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all General Plan policies including policies of the Conservation Element pertaining to mineral resources. Similar to the CAP, implementation of the Checklist would not result in the loss of availability of a known mineral resource of value to the region and the state. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.14.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.14.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to mineral resources.

3.15 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Noise. Would the project:				
a. Result or create a significant increase in the existing ambient noise levels?	pp. 7-14 to 7-15	No	No	N/A
b. Expose people to noise levels which exceed the City's adopted noise ordinance or are incompatible with Table K-4?	p. 7-15	No	No	N/A
c. Expose people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan?	pp. 7-15 to 7-16	No	No	N/A
d. Result in land uses which are not compatible with aircraft noise levels as defined by an adopted airport Comprehensive Land Use Plan (CLUP)?	p. 7-16	No	No	N/A

3.15.1 Discussion

Noise impacts were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to noise has occurred since the certification of the CAP PEIR in November 2015.

a) Result or create a significant increase in the existing ambient noise levels?

As described on pages 7-14 to 7-15 of the CAP PEIR, implementation of the CAP actions would be subject to existing City noise policies and regulations, and General Plan policies and programs, specifically those found in the Noise Element or other local agency policies and regulations pertaining to noise. Therefore, implementation of most actions included in the CAP would not create a permanent increase in ambient noise levels, and the impact would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all General Plan policies and programs in the Noise Element and/or other local agency policies pertaining to noise. Similar to the CAP, with compliance with appropriate noise regulations, implementation of the Checklist measures would not create a permanent increase in ambient noise levels. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Expose people to noise levels which exceed the City's adopted noise ordinance or are incompatible with Table K-4?

As described on page 7-15 of the CAP PEIR, implementation of CAP strategies and actions as a component of a specific project would typically not produce a new permanent source of noise, and construction-related noise would be regulated through enforcement of applicable City or other local agency noise policies. As a result, implementation of the CAP would not expose people to noise levels which exceed the City's adopted

noise ordinance or are incompatible with Table K-4 in the CAP PEIR, and the impact was determined to be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all General Plan policies and programs in the Noise Element and/or other local agency policies pertaining to noise. Similar to the CAP, with compliance with appropriate noise regulations, implementation of the Checklist measures would not expose people to noise levels which exceed the City's adopted noise ordinance or are incompatible with Table K-4 in the CAP PEIR. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

c) Expose people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan?

As described on pages 7-15 to 7-16 of the CAP PEIR, implementation of the CAP strategies and actions include a number of transportation-related improvements, including modification of transportation facilities, and expansion of bicycle commuter amenities. The CAP also supports implementation of existing City plans and policies such as the Bicycle Master Plan, Pedestrian Master Plan, and goals and policies of the City's General Plan to achieve better walkability and transit-supportive densities. In general, because they support mass transit and switching from vehicles to active transportation (such as bicycles and walking), the transportation-related strategies and actions in the CAP would contribute to a reduction in future transportation noise levels, and a less-than-significant impact would occur.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, several measures (e.g., pedestrian and bicycle facilities, designated parking, and increased densities for City of Villages strategy) would result in better walkability and transit-supportive densities leading to reduced transportation noise levels. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

d) Result in land uses which are not compatible with aircraft noise levels as defined by an adopted airport Comprehensive Land Use Plan (CLUP)?

As described on page 7-16 of the CAP PEIR, permanent noise increases are not anticipated with implementation of the CAP, and only minor temporary increases would occur with project-specific construction activities that would be regulated by City codes and policies. If project work were to occur within an airport land use plan area or within two miles of a public airport, and if construction workers were to be exposed to airport noise, compliance with Occupational Safety and Health Administration (OSHA) standards for worker safety would minimize exposure to excessive noise levels. For these reasons, the CAP PEIR concluded that implementation of the CAP would be compatible with aircraft noise levels as defined by an adopted airport CLUP, and any impact would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable noise and OSHA standards for worker safety to minimize excessive noise levels. Therefore, the Checklist measures would be compatible with airport noise levels. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.15.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.15.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to noise.

3.16 PALEONTOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Paleontological Resources. Would the project:				
a. Require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?	pp. 7-16 to 7-17	No	No	N/A
b. Require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?	p. 7-17	No	No	N/A

3.16.1 Discussion

Impacts to paleontological resources were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to paleontological resources has occurred since the certification of the CAP PEIR in November 2015.

a) **Require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?**

As described on pages 7-16 to 7-17 of the CAP PEIR, implementation of the CAP actions under most strategies would primarily include projects located in urban and developed areas, and would not generally require new ground disturbance that could impact a high or moderate resource potential geologic deposit. Action 2.1 of the CAP targets achievement of a 100 percent renewable supply of electricity by 2035 through consideration of a CCA or other program. While the CAP does not propose to construct any site-specific renewable energy infrastructure projects, it could encourage the development of larger renewable energy systems within and outside the City’s limits. Development of these facilities would be subject to review and approval by the local lead agency, which would ensure that any potential or discovered resources would be mitigated through the planning process. The CAP PEIR concluded that this would be a less-than-significant impact.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review

process. Projects using the Checklist would be subject to all applicable General Plan polices pertaining to paleontological resources or other local agency policies pertaining to these resources and would be required to be mitigated through the permitting process. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

b) Require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

As stated in a) above, it is not anticipated that substantial ground disturbance would result from implementation of most CAP actions. For the same reasons stated above, implementation of the CAP is not expected to require over 2,000 cubic yards of excavation in a medium resource potential geologic deposit, formation or rock unit, and the impact on paleontological resources or unique geologic features would be less than significant.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Projects using the Checklist would be subject to all applicable General Plan polices pertaining to paleontological resources or other local agency policies pertaining to these resources and would be required to be mitigated through the permitting process. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.16.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.16.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to paleontological resources.

3.17 PUBLIC SERVICES AND FACILITIES

Environmental Issue Area	Where Impact Was Analyzed in the CAP PEIR:	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Public Services and Facilities. Would the project:				
a. Have an effect upon, or result in a need for new or altered governmental services in any of the following areas: <ul style="list-style-type: none"> ▲ Police protection ▲ Fire/Life Safety protection ▲ Libraries ▲ Parks or other recreational facilities ▲ Maintenance of public facilities, including roads ▲ Schools 	pp. 7-17 to 7-18	No	No	N/A

3.17.1 Discussion

Impacts to public services and facilities were determined to be less than significant in the CAP PEIR (see Section 7A); therefore, impacts including relevant environmental and regulatory settings, were not discussed in detail consistent with the requirements of CEQA. No substantial change in the environmental and regulatory settings related to public services and facilities has occurred since the certification of the CAP PEIR in November 2015.

a) Have an effect upon, or result in a need for new or altered governmental services in any of the following areas: Police Protection, Fire/Life Safety Protection, Libraries, Parks or Other Recreational Facilities, Maintenance of Public Facilities, including roads, and/or schools?

As described on pages 7-17 to 7-18 of the CAP PEIR, most CAP actions would not generate new or increased demand for fire protection services, or interfere with or modify the ability of police and fire protection services to meet performance objectives or response times outlined in the General Plan. As a result, implementation of CAP strategies and actions as part of a new project would not change or alter the police and fire protection requirements associated with that project, and no impact would occur. While measures from the CAP could be implemented to make school, library, and park facilities more energy efficient, these retrofit projects would not change the capacity of these facilities. Therefore, no impact would occur.

The Checklist measures have been developed to be consistent with the CAP and would be features or design elements of individual projects that would be evaluated during the project-specific environmental review process. Similar to the CAP, the Checklist measures would not alter the capacities or change the response times associated with public facilities. No new significant impacts or substantially more severe impacts would occur. The findings of the certified CAP PEIR remain valid and no further analysis is required.

3.17.2 Mitigation Measures

No mitigation measures were identified in the CAP PEIR regarding this topic, nor are there any additional mitigation measures required for the Project.

3.17.3 Conclusions

No new circumstances or project changes have occurred, nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the CAP PEIR remain valid and approval of the Project would not result in new or substantially more severe significant impacts to public services and facilities.

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5 REFERENCES

- City of San Diego. 2008. City of San Diego General Plan 2008, Final Program Environmental Impact Report. March 2008.
- _____. 2015. Final Program Environmental Impact Report City of San Diego Climate Action Plan. November 2015.

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Appendix A

Climate Action Plan Consistency Checklist and Climate Action Plan Amendment

Climate Action Plan Amendment

The CAP shall be amended as follows (from pages 15 and 16 of the CAP):

The California Environmental Quality Act (CEQA): Tiering from the 2015 Climate Action Plan

~~With future implementing actions, it is anticipated that~~ The CAP will serve as a Qualified GHG Reduction Plan for purposes of tiering under CEQA. ~~With those future implementation actions, it is anticipated that~~ The CAP meets the requirements set forth in CEQA Guidelines section 15183.5, whereby a lead agency (e.g. the City of San Diego) may analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce GHG emissions. CEQA Guidelines section 15183.5(b) states that a plan for the reduction of greenhouse gas emissions should:

1. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
2. 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;
3. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;
4. 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;
5. 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; and
6. Be adopted in a public process following environmental review.

~~Following adoption of the CAP and other necessary implementing actions, the City of San Diego will prepare and present to City Council for adoption a refined CEQA streamlining proposal to allow project-specific environmental documents, if eligible, to tier from and/or incorporate by reference the CAP's programmatic review of GHG impacts in their cumulative impacts analysis. The proposal~~ CAP Consistency Checklist (Appendix C) will provide a streamlined review process for the GHG emissions analysis of proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

CITY OF SAN DIEGO
CLIMATE ACTION PLAN
AMENDED JULY 2016

APPENDIX C
CAP CONSISTENCY CHECKLIST



CLIMATE ACTION PLAN CONSISTENCY CHECKLIST INTRODUCTION

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).¹

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

This Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

The Checklist may be updated to incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, State, or federal law.

Questions pertaining to the Checklist should be directed to **XXXXX**. Questions pertaining to the City's Climate Action Plan should be directed to **XXXX**.

¹ Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

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CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- ✓ The Checklist is required only for projects subject to CEQA review.²
- ✓ If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in [Chapter 11: Land Development Procedures](#) of the City's Municipal Code.
- ✓ The requirements in the Checklist will be included in the project's conditions of approval.
- ✓ The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

Application Information

Contact Information

Project No./Name: _____

Property Address: _____

Applicant Name/Co.: _____

Contact Phone: _____ Contact Email: _____

Was a consultant retained to complete this checklist? Yes No If Yes, complete the following

Consultant Name: _____ Contact Phone: _____

Company Name: _____ Contact Email: _____

Project Information

1. What is the size of the project (acres)? _____

2. Identify all applicable proposed land uses:

- Residential (indicate # of single-family units): _____
- Residential (indicate # of multi-family units): _____
- Commercial (total square footage): _____
- Industrial (total square footage): _____
- Other (describe): _____

3. Is the project located in a Transit Priority Area? Yes No

4. Provide a brief description of the project proposed: _____

² Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.



CAP CONSISTENCY CHECKLIST QUESTIONS

Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
1. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations? ³ <u>OR</u> ,		
2. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations? <u>OR</u> ,	<input type="checkbox"/>	<input type="checkbox"/>
3. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, would the project be located in a Transit Priority Area (TPA) and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?		

If **"Yes,"** proceed to Step 2 of the Checklist. For questions 2 and 3 above, provide estimated project emissions under both existing and proposed designation(s) for comparison. For question 3 above, complete Step 3.

If **"No,"** in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

³ This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

Step 2: CAP Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one and two family dwellings or townhouses as defined in the California Residential Code and their accessory structures.⁴ All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the [Greenbook](#) (for public projects).

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
Strategy 1: Energy & Water Efficient Buildings			
<p>1. <i>Cool/Green Roofs.</i></p> <ul style="list-style-type: none"> • Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code (Attachment A)?; <u>OR</u>, • Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code?; <u>OR</u>, • Would the project include a combination of the above two options? <p>Check "N/A" only if the project does not include a roof component.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>2. <i>Plumbing fixtures and fittings</i></p> <p>With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:</p> <p>Residential buildings:</p> <ul style="list-style-type: none"> • Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi; • Standard dishwashers: 4.25 gallons per cycle; • Compact dishwashers: 3.5 gallons per cycle; and • Clothes washers: water factor of 6 gallons per cubic feet of drum capacity? <p>Nonresidential buildings:</p> <ul style="list-style-type: none"> • Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code (See Attachment A); and • Appliances and fixtures for commercial applications that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code (See Attachment A)? <p>Check "N/A" only if the project does not include any plumbing fixtures or fittings.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴ Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits that do not result in the expansion or enlargement of a building, and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

Strategy 2: Clean & Renewable Energy

3. Energy Performance Standard / Renewable Energy

Is the project designed to have an energy budget that meets the following performance standards when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building as calculated by [Compliance Software certified by the California Energy Commission](#) (percent improvement over current code):

- Low-rise residential - 15% improvement?
- Nonresidential with indoor lighting OR mechanical systems, but not both - 5% improvement?
- Nonresidential with both indoor lighting AND mechanical systems - 10% improvement?

The demand reduction may be provided through on-site renewable energy generation, such as solar, or by designing the project to have an energy budget that meets the above-mentioned performance standards, when compared to the Title 24, Part 6 Energy Budget for the Proposed Design Building (percent improvement over current code).

Check "N/A" only if the project does not contain any residential or non-residential buildings.



Strategy 3: Bicycling, Walking, Transit & Land Use

4. Electric Vehicle Charging

- Single-family projects: Would the required parking serving each new single-family residence and each unit of a duplex be constructed with a listed cabinet, box or enclosure connected to a raceway linking the required parking space to the electrical service, to allow for the future installation of electric vehicle supply equipment to provide an electric vehicle charging station for use by the resident?
- Multiple-family projects of 10 dwelling units or less: Would at least 3% of the total parking spaces required, or a minimum of one space, whichever is higher, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?
- Multiple-family projects of more than 10 dwelling units: Would at least 3% of the total parking spaces required, or a minimum of one space, whichever is higher, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, and of the total listed cabinets, boxes or enclosures provided, would at least 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?
- Non-residential projects: If the project includes new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A, would at least 3% of the total parking spaces required, or a minimum of one space, whichever is higher, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, and of the total listed cabinets, boxes or enclosures provided, would at least 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?

Check "N/A" only if the project is does not include new commercial, industrial, or other uses with the building or land area, capacity, or numbers of employees listed in Attachment A.

Strategy 3: Bicycling, Walking, Transit & Land Use

(Complete this section if project includes non-residential or mixed uses)

5. Bicycle Parking Spaces

Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code ([Chapter 14, Article 2, Division 5](#))?⁵

Check "N/A" only if the project is a residential project.

⁵ Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

6. *Shower facilities*

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the [California Green Building Standards Code](#) as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

7. *Designated Parking Spaces*

If the project includes an employment use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?

Number of Parking Spaces Required Per City's Municipal Code	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include an employment use in a TPA.

<p>8. <i>Onsite Amenities</i></p> <p>If the project would accommodate over 50 tenant-occupants (employees), would the employees be provided access to amenities (that meet the definition of accessory uses under San Diego Municipal Code Section 113.0301) that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?</p> <p>Check "N/A" only if the project is a residential project, or if it would not accommodate over 50 tenant-occupants (employees).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>9. <i>Transportation Demand Management Program</i></p> <p>If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:</p> <p>At least one of the following components:</p> <ul style="list-style-type: none"> • Parking cash out program • Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools • Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development <p>And at least three of the following components:</p> <ul style="list-style-type: none"> • Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees • On-site carsharing vehicle(s) or bikesharing • Flexible or alternative work hours • Telework program • Transit, carpool, and vanpool subsidies • Pre-tax deduction for transit or vanpool fares and bicycle commute costs? <p>Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option 3. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. The following questions must each be answered in the affirmative and fully explained.

1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

Considerations for this question:

- Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
- Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
- Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?

Considerations for this question:

- Does the proposed project support/incorporate identified transit routes and stops/stations?
- Does the project include transit priority measures, such as: Safe Routes to Transit, and first mile/last mile initiatives?

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?

Considerations for this question:

- Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
- Does the proposed project design include features for walkability to promote a transit supportive environment?

4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?

Considerations for this question:

- Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
- Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?

Considerations for this question:

- Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
- Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
- Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?
- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?

Considerations for this question:

- Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
- Does the proposed project include policies or strategies for preserving existing trees?
- Does the proposed project incorporate tree planting that will contribute to the City's urban canopy tree coverage goal?



CLIMATE ACTION PLAN CONSISTENCY CHECKLIST

ATTACHMENT A

This attachment provides performance standards for applicable Climate Action Plan (CAP) Consistency Checklist measures.

Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan				
Land Use Type	Roof Slope	Minimum 3-Year Aged Solar Reflectance	Thermal Emittance	Solar Reflective Index
Low-Rise Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
High-Rise Residential Buildings, Hotels and Motels	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
Non-Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16

Source: Adapted from the [California Green Building Standards Code \(CALGreen\)](#) Tier 1 residential and non-residential voluntary measures shown in Tables A4.106.5.1 and A5.106.11.2.2, respectively. Roof installation and verification shall occur in accordance with the CALGreen Code.

CALGreen does not include recommended values for low-rise residential buildings with roof slopes of ≤ 2:12 for San Diego's climate zones (7 and 10). Therefore, the values for climate zone 15 that covers Imperial County are adapted here.

Solar Reflectance Index (SRI) equal to or greater than the values specified in this table may be used as an alternative to compliance with the aged solar reflectance values and thermal emittance.

Table 2 Fixture Flow Rates for Non-Residential Buildings related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Fixture Type	Maximum Flow Rate
Showerheads	1.8 gpm @ 80 psi
Lavatory Faucets	0.35 gpm @60 psi
Kitchen Faucets	1.6 gpm @ 60 psi
Wash Fountains	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering Faucets	0.18 gallons/cycle
Metering Faucets for Wash Fountains	0.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity Tank-type Water Closets	1.12 gallons/flush
Flushometer Tank Water Closets	1.12 gallons/flush
Flushometer Valve Water Closets	1.12 gallons/flush
Electromechanical Hydraulic Water Closets	1.12 gallons/flush
Urinals	0.5 gallons/flush

Source: Adapted from the [California Green Building Standards Code \(CALGreen\)](#) Tier 1 non-residential voluntary measures shown in Tables A5.303.2.3.1 and A5.106.11.2.2, respectively. See the [California Plumbing Code](#) for definitions of each fixture type.

Where complying faucets are unavailable, aerators rated at 0.35 gpm or other means may be used to achieve reduction.

Acronyms:

gpm = gallons per minute

psi = pounds per square inch (unit of pressure)

in. = inch

Table 3 Standards for Appliances and Fixtures for Commercial Application related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Appliance/Fixture Type	Standard	
Clothes Washers	Maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the <i>California Code of Regulations</i> .	
Conveyor-type Dishwashers	0.70 maximum gallons per rack (2.6 L) (High-Temperature)	0.62 maximum gallons per rack (4.4 L) (Chemical)
Door-type Dishwashers	0.95 maximum gallons per rack (3.6 L) (High-Temperature)	1.16 maximum gallons per rack (2.6 L) (Chemical)
Undercounter-type Dishwashers	0.90 maximum gallons per rack (3.4 L) (High-Temperature)	0.98 maximum gallons per rack (3.7 L) (Chemical)
Combination Ovens	Consume no more than 10 gallons per hour (38 L/h) in the full operational mode.	
Commercial Pre-rinse Spray Valves (manufactured on or after January 1, 2006)	Function at equal to or less than 1.6 gallons per minute (0.10 L/s) at 60 psi (414 kPa) and <ul style="list-style-type: none"> • Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate. • Be equipped with an integral automatic shutoff. • Operate at static pressure of at least 30 psi (207 kPa) when designed for a flow rate of 1.3 gallons per minute (0.08 L/s) or less. 	

Source: Adapted from the [California Green Building Standards Code](#) (CALGreen) Tier 1 non-residential voluntary measures shown in Section A5.303.3. See the [California Plumbing Code](#) for definitions of each appliance/fixture type.

Acronyms:

L = liter

L/h = liters per hour

L/s = liters per second

psi = pounds per square inch (unit of pressure)

kPa = kilopascal (unit of pressure)

Table 4 Size-based Trigger Levels for Electric Vehicle Charging Requirements for Non-Residential Buildings related to Question 10: Electric Vehicle Charging supporting Strategy 3: Bicycling, Walking, Transit & Land Use of the Climate Action Plan

Land Use Type	Size-based Trigger Level
Hospital	500 or more beds OR Expansion of a 500+ bed hospital by 20%
College	3,000 or more students OR Expansion of a 3,000+ student college by 20%
Hotels/Motels	500 or more rooms
Industrial, Manufacturing or Processing Plants or Industrial Parks	1,000 or more employees OR 40 acres or more of land area OR 650,000 square feet or more of gross floor area
Office buildings or Office Parks	1,000 or more employees OR 250,000 square feet or more of gross floor area
Shopping centers or Trade Centers	1,000 or more employees OR 500,000 square feet or more of gross floor area
Sports, Entertainment or Recreation Facilities	Accommodate at least 4,000 persons per performance OR Contain 1,500 or more fixed seats
Transit Projects (including, but not limited to, transit stations and park and ride lots).	All

Source: Adapted from the Governor's Office of Planning and Research's (OPR's) [Model Building Code for Plug-In Electric Vehicle Charging](#)

Attachment A

Greenhouse Gas Emissions Significance Threshold

GREENHOUSE GAS EMISSIONS

Pursuant to CEQA Guidelines sections 15183.5(b), 15064(h)(3), and 15130(d), the City may determine that a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements of a previously adopted GHG emission reduction plan. CEQA Guidelines section 15183.5(b)(1)(A-F) specifically provides that a GHG emissions reduction plan should:

- A. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- 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; and
- F. Be adopted in a public process following environmental review.

An environmental document that relies on a GHG emissions reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. CEQA Guidelines §15183.5(b)(2).

The City's Climate Action Plan was adopted by the City Council on December 15, 2015. The Climate Action Plan quantifies existing GHG emissions as well as projected emissions for the years 2020, 2030, and 2035 resulting from activities within the City's jurisdiction. The Climate Action Plan also identifies City target emissions levels, below which the Citywide GHG impacts would be less than significant. The Climate Action Plan and the accompanying certified Final Environmental Impact Report (FEIR) also identify and analyze the GHG emissions that would result from the business as usual scenario for the years 2020, 2030, and 2035. The Climate Action Plan includes a monitoring and reporting program to ensure its progress toward achieving the specified GHG emissions reductions, and specifies 17 actions that if implemented, would achieve the specified GHG emissions reductions targets. The Climate Action Plan was adopted in a public process following certification of the FEIR. Subsequent to the adoption of the CAP, the City has also established additional specific measures that if implemented on a

project-by-project basis, would further ensure that the City as a whole achieves the specified GHG emissions reduction targets in the Climate Action Plan.

The CAP has been developed in response to State legislation and policies that are aimed at reducing California's greenhouse gas (GHG) emissions. This includes Executive Order S-3-05, which established the 2050 statewide GHG reduction target of 80 percent below 1990 levels, Executive Order B-30-15, which established the 2030 statewide GHG reduction target of 40 percent below 1990 levels, and Assembly Bill 32, the Global Warming Solutions Act (AB 32), which tasked the California Air Resources Board (CARB) with creating the Climate Change Scoping Plan (Scoping Plan) to establish a 2020 interim target and to provide a path for local governments to contribute their fair share of the GHG emission reductions necessary to achieve the target. Consistent with AB 32 and the CARB Scoping Plan, the CAP sets a GHG target for 2020 equivalent to 15 percent below the City's 2010 baseline emissions to ensure that it meets its proportional share of the 2020 AB 32 reductions. For 2035, the CAP sets a GHG target equivalent to a 50 percent reduction from baseline emissions to ensure it is on the trajectory toward achieving its proportional share of the 2050 state target identified in Executive Order S-3-05. The 2035 target also ensures that the City would be consistent with the 2030 state target identified in Executive Order B-30-15. Since CARB has not provided guidance on a specific reduction target for local governments to use for 2030 and 2050, it was determined that a 50 percent reduction from baseline emissions by 2035 would ensure that the City achieved a proportional share of the statewide GHG reductions. In terms of consistency with Executive Orders S-3-05 and B-30-15, the Climate Action Plan's 2035 target provides a conservative target toward achieving the statewide reductions. If CARB provides new guidance on how cities should address the 2030 targets, the City will adjust the CAP accordingly.

INITIAL STUDY CHECKLIST QUESTIONS

Would the Project:

- 1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- 2) Conflict with the City's Climate Action Plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

SIGNIFICANCE THRESHOLDS

The method for determining significance depends on whether the action requires plan- or policy-level or project-level environmental analysis.

1. For plan- and policy-level environmental documents, the Planning Department has prepared a Memorandum, [Climate Action Plan Consistency for Plan- and Policy-Level Documents](#), to provide guidance on significance determination as it relates to all five strategies of the CAP.
2. For project-level environmental documents, significance is determined through the [CAP Consistency Checklist](#). See also the [CAP Consistency Checklist Technical Support Documentation](#).