THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: April 28, 2022 **REPORT NO. PC-22-023**

HEARING DATE: May 5, 2022

SUBJECT: Climate Action Plan Update Package
Municipal Code, Land Development Manual, and Local Coastal Program Amendments; Process 5

SUMMARY

Issue: Should the Planning Commission recommend City Council approval of the Climate Action Plan (CAP) Update Package, which includes amendments to the San Diego Municipal Code, Land Development Manual, and the Local Coastal Program and an Addendum to the CAP Program Environmental Impact Report?

Staff Recommendation: Recommend the City Council approve the components of the Climate Action Plan Update Package within the purview of the Planning Commission, consisting of the GHG thresholds of the CEQA Significance Determination Thresholds and the CAP Consistency Regulations, and recommend certification of the Addendum to the CAP PEIR.

City Strategic Plan Goal and Objectives: The Climate Action Plan Update Package directly supports the Strategic Plan's Priority Areas: Champion Sustainability, Create Homes for All of Us, and Foster Regional Prosperity by providing clear and consistent regulations and significance thresholds applicable to specified residential and non-residential projects to ensure their compliance with the City's CAP.

Environmental Review: The City of San Diego previously prepared and certified the Climate Action Plan Program Environmental Impact Report (PEIR) (Project No. 416603/SCH No. 2015021053). The City is evaluating the adoption of a new CAP as well as the adoption of CAP Consistency Regulations and greenhouse gas (GHG) Emissions Threshold, which are intended to implement the proposed CAP by applying regulations that reduce GHG emissions to specified types of development. Based upon a review of the current project, it has been determined pursuant to CEQA Guidelines Section 15162 that:

a) There are no new significant environmental impacts not considered in the previous EIR;
b) No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and
c) There is no new information of substantial importance to the project.

Therefore, an Addendum to the Climate Action Plan PEIR has been prepared in accordance with CEQA Guidelines Section 15164. The project is consistent with the analysis in the Climate Action Plan PEIR and there would be no new significant environmental impacts which were not already considered in the previous PEIR.

Housing Impact Statement: The proposed amendments would apply citywide and would streamline review of projects for consistency with the City's CAP.

BACKGROUND

In 2015, the Mayor and City Council adopted a groundbreaking CAP that led the nation on actions to combat climate change by committing to reduce the City's annual GHG emissions by 50 percent by 2035. Since its adoption, the City has led the creation of the regional community choice aggregation program San Diego Community Power, removed outdated parking requirements in neighborhoods near mass transit, spurring new development while helping us meet our climate action goals and initiated Pure Water San Diego to provide a resilient and reliable water supply.

Following the adoption of the CAP, the City Council adopted the CAP Consistency Checklist to provide a streamlined review process for new development projects that are subject to discretionary review and trigger environmental review pursuant to the Environmental Quality Act (CEQA). 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.

The CAP Checklist was adopted as 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 the measures 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 the 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 the Checklist to the extent feasible. Cumulative GHG impacts are significant for any project that is not consistent with the CAP.

A New Goal: Net Zero By 2035

The climate crisis is ever present and worsening. The Intergovernmental Panel on Climate Change (IPCC) reports that more aggressive actions are needed to slow the effects of climate change and avoid catastrophe. Therefore, the City of San Diego is committed to becoming a net zero city by 2035. While climate change is a matter of global importance, the responses to mitigate climate change require local action. With the update to the CAP, the City is replacing the GHG significance thresholds in the CEQA Significance Determination Thresholds of the Land Development Manual with updated thresholds, and replacing the CAP Checklist with new Municipal Code regulations to ensure that the projects comply with the goals and objectives of the updated CAP.

DISCUSSION

The CAP Update, revised GHG CEQA significance thresholds, CAP Consistency Regulations, and associated Climate Resiliency Fund and Urban Tree Canopy Fee, collectively referred to as the Climate Action Plan Update Package, will be brought forward to the Environment Committee of the City Council for a recommendation and the City Council for final action this summer. The components of the package within the purview of the Planning Commission are the updated GHG thresholds of the CEQA Significance Determination Thresholds and the CAP Consistency Regulations, as well as the Addendum to the CAP PEIR. An overview of the CAP update is included to provide appropriate context for the Commission's review of the CEQA Significance Determination Thresholds, CAP Consistency Regulations, and CAP PEIR Addendum, and information regarding the Climate Resiliency Fund and Urban Tree Canopy fee are provided to assist in the Commission's understanding of how the CAP Consistency Regulations will be implemented.

CAP Update

The 2022 CAP update expands the prior approach and identifies six strategies for achieving the goal of net zero emissions:

1. **Strategy 1: Decarbonization of the Built Environment**
2. **Strategy 2: Access to Clean & Renewable Energy**
3. **Strategy 3: Mobility & Land Use**
4. **Strategy 4: Circular Economy & Clean Communities**
5. **Strategy 5: Resilient Infrastructure and Healthy Ecosystems**
6. **Strategy 6: Emerging Climate Actions**

These six strategies will set the City on a path towards the ambitious goal of net zero emissions by 2035, making San Diego one of the first cities in the country to set this goal. The first strategy, **Decarbonization of the Built Environment**, will address natural gas consumption in all buildings, both new development, and in the timespan of the CAP, existing buildings. The second strategy, **Access to Clean & Renewable Energy**, maintains the 100% renewable energy measure and includes for the vehicular sector of our mobility mode share goal of 50%, electric vehicle infrastructure and adoption Citywide. The third strategy, **Mobility & Land Use**, focuses on emissions from transportation - the single largest source of GHG emissions in San Diego - and establishes actions that support mode shift through mobility and land use actions and policies. The fourth strategy, **Circular Economy & Clean Communities**, will expand on current zero waste goals and maintain gas capture measures, prevent waste from entering the landfill and support efforts to increase composting and prevent food waste in response to California State Senate Bill 1383. The fifth strategy, **Resilient Infrastructure and Healthy Ecosystems**, will help the City thrive in the face of the impacts of climate change through a greater focus on the greening of the City, starting with Communities of Concern.

The newest strategy, Strategy 6: **Emerging Climate Actions**, addresses those GHG emissions that will remain after all current identified measures have been achieved, which account for roughly 20% of total GHG emissions by 2035. This new strategy allows us to push past those limitations in quantification GHG emissions and the science and technology we know today and tackle the climate crisis we face with immediacy and clear commitments. To succeed in the overall goal, the City must continue to identify additional actions, pursue technological innovation, expand partnerships and support research that reduces GHG emissions in all sectors.

CAP Consistency Regulations

As part of the implementation measures for the CAP, the Climate Action Plan Update Package includes amendments to the San Diego Municipal Code (SDMC) that will add the Climate Action Plan Consistency Regulations as Chapter 14, Article 3, Division 14. The new CAP Consistency Regulations will apply to specified ministerial and discretionary projects to ensure that the projects comply with the goals and objectives of the updated CAP. The CAP Consistency Regulations will apply to the following projects:

- Residential development that results in 3 or more total dwelling units;
- Non-residential development that results in 5,000 sf or more of total gross floor area; and
- Parking facilities as a primary use.

To implement the various strategies of the CAP update, these projects will be required to comply with the following requirements:

- 50% of the adjacent sidewalk must be shaded by planting street trees in the furnishings zone (also known as a parkway) or street yard, with priority placed on the furnishings zone.
    - Shade coverage of a tree to be based on anticipated canopy at 10-year maturity.
    - If street trees cannot be physically provided on-site, they can be planted off-site, or the applicant can elect to pay the Urban Tree Canopy Fee to be placed in the newly established Climate Resiliency Fund. The fee is established at the rate of $605 (the cost to the City of planting and maintaining a tree for 3 years) per 30’ of street frontage (the maximum planting distance between street trees).
- Two trees must be provided on the property for every 5,000 square feet of lot area, with a minimum of one tree per property.
- 50% of all required residential and non-residential bicycle parking spaces must be provided with individual outlets for electrical charging.
- For properties larger than 1 acre, accessible pedestrian paths shall be provided through the site connecting to adjacent properties. Projects are exempt from this requirement if:
    - Both the property the development is located on and the adjacent properties are zoned for exclusively residential development; or
    - There is a grade differential of more than 3' between the property the development is located on and the adjacent properties.

Additional regulations may be included or cross-referenced within the CAP Consistency Regulations in the future as the City implements the various strategies of the CAP update. If a project is unable to comply with one or more of the CAP Consistency Regulations, the project will be required to obtain a Site Development Permit (Process 3) with deviation findings specifying how the project will reduce GHG emissions in a manner comparable to the regulation(s) the project is deviating from.

GHG CEQA Significance Determination Thresholds

The City’s Land Development Manual currently includes CEQA Significance Determination Thresholds, which includes a threshold for GHG emissions. The existing GHG Significance Determination Threshold requires project-level environmental analysis to demonstrate consistency with the CAP through use of

the CAP Consistency Checklist. The CAP Consistency Regulations are replacing the CAP Consistency Checklist as the list of measures that can be implemented on a project-by-project basis to collectively achieve a specified emissions level as required by CEQA Guidelines Section 15183.5(b)(1)(D), and the Draft GHG Significance Determination Threshold reflects this change.

Projects, as defined by CEQA, would be required to answer the questions:

1) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

2) Would the Project 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 is determined through land use consistency and project compliance with the CAP Consistency Regulations. Projects that do not comply with the CAP Consistency Regulations must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in the CAP Consistency Regulations to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

Outreach

To center climate equity in the update, the City has implemented a robust community engagement plan. In March 2020, at the onset of the Covid-19 pandemic, the City kicked off a coordinated outreach effort, that in a moment, required significant changes to move to virtual methods. However, during this time, and through the course of the next two years, more than 3,300 residents influenced the update with their needs, priorities, and hopes for a more sustainable future. The City started by releasing a survey and holding virtual workshops in all nine council districts to engage residents on the CAP and gain valuable feedback on what needs must be addressed in an update. To ensure that we heard from a diverse and representative sample of residents, City staff tracked the demographics of survey respondents and workshop attendees. Unfortunately, the data showed that the feedback did not align to the demographic profile of the City. Specifically, there was a lack of representation from residents in Communities of Concern. As a result, the City contracted with the non-profit, Institute for Local Government (ILG), to coordinate and support local community-based organizations and non-profits to further engage with residents in our Communities of Concern, as identified within the City's Climate Equity Index.

The City and ILG worked together to build the capacity of the CBOs and nonprofits and work with them to develop engagement plans that would best engage the residents in their respective communities. They were provided the flexibility to present the City's CAP in a manner that made sense to their communities and collect feedback on what their residents would like to see addressed by the CAP. The results increased the level of participation from our Communities of Concern significantly, and helped identify actions geared towards addressing the needs of our most vulnerable ensuring the City followed an equitable process for the draft CAP.

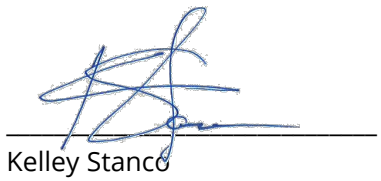
Recommendations

Community Planners Committee (CPC): This project is being heard at the April 26, 2022 CPC meeting. Staff will provide the Planning Commission with the details of CPC's recommendation at the Planning Commission hearing.

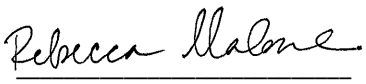
CONCLUSION

Staff recommends that the Planning Commission recommend approval of the components of the Climate Action Plan Update Package within their purview, consisting of the GHG thresholds of the CEQA Significance Determination Thresholds and the CAP Consistency Regulations, and recommend certification of the Addendum to the CAP PEIR.

Respectfully submitted,



Kelley Stanco
Interim Deputy Director
Planning Department



Rebecca Malone
Program Manager
Planning Department

KS/RM

Attachments:

1. Draft Climate Action Plan Update (link only, provided for reference)
2. Draft California Environmental Quality Act Significance Determination Thresholds: GHG
3. Draft Climate Action Plan Consistency Regulations
4. Draft Resolution for Urban Tree Canopy Fee and Climate Resiliency Fund
5. Draft Addendum to the Climate Action Plan Program Environmental Impact Report (PEIR) (Project No. 416603/SCH No. 2015021053)

DRAFT AMENDMENTS TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT SIGNIFICANCE THRESHOLDS OF THE LAND DEVELOPMENT MANUAL

T. 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 greenhouse gas (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 originally adopted by the City Council on December 15, 2015, and was most recently updated on **[Insert date, 2022]**. The Climate Action Plan quantifies existing GHG emissions as well as projected emissions for the years 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 (SCH No. 2015021053) also identify and analyze the GHG emissions that would result from the business as usual scenario for the years 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 actions that, if implemented, would achieve the specified GHG emissions reductions targets. In 2015, the Climate Action Plan was adopted in a public process following certification of Final Environmental Impact Report SCH No. 2015021053. Subsequent to the adoption of the Climate Action Plan, the City also established additional specific measures (Climate Action Plan Consistency Checklist) 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 Climate Action Plan Consistency Checklist was adopted by the City Council after certification of Addendum to Final Environmental Impact Report SCH No. 2015021053. Most recently, on **[Insert date, 2022]**, the City Council adopted an update to the Climate Action Plan in a public process following certification of the Second Addendum to Final Environmental Impact Report SCH No. 2015021053.

The Climate Action Plan has been developed in response to State legislation and policies that are aimed at reducing California's 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. CARB recognizes in its Scoping Plan that city-level data does not exist to determine what 1990 levels were, so it is assumed that GHG emissions in 2020 are representative of 1990 levels. The City acknowledges that 2020 emissions data may have impacts from the COVID-19 pandemic, so the 2019 GHG emissions inventory is likely the most representative under normal circumstances in achieving the 2020 goal of AB 32. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045. The update to the CAP sets the target emission level for 2035 at net zero emissions and sets a science-based, fair share target for 2030 based on net zero emissions in 2035.

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, as well as environmental documents for public infrastructure projects, the Planning Department has prepared a Memorandum, Climate Action Plan Consistency for Plan- and Policy-Level Documents and Public Infrastructure Projects, to provide guidance on significance determination as it relates to consistency with the strategies in the CAP.

2. For project-level environmental documents, significance is determined through land use consistency and project compliance with the regulations set forth in San Diego Municipal Code Chapter 14, Article 3, Division 14.

    a. The first step in determining CAP consistency for development projects is to assess the project's consistency with the growth projections used in the development of the CAP.

        i. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?[1]; OR

        ii. 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, would the proposed amendment result in an increased density within a Transit Priority Area (TPA)[2]?; OR

        iii. 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?

    b. Implementation of the regulations set forth in San Diego Municipal Code Chapter 14, Article 3, Division 14 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 compliance with the CAP Consistency Regulations may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that do not comply with the CAP Consistency Regulations set forth in San Diego Municipal Code Sections 143.1410 and 143.1415 must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in the CAP Consistency Regulations to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP. The CAP Consistency Regulations may be updated to incorporate new GHG emissions reduction techniques or to comply with later amendments to the CAP or local, State, or federal law.

    See also the CAP Consistency Checklist Technical Support Documentation, dated June 8, 2016, and CAP Consistency Regulations Technical Support Documentation, dated **[Insert date]**.

[1] This question may also be answered in the affirmative if the project is consistent with SANDAG Series 14 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

[2] This category applies to all projects that can answer the following in the affirmative: Is the project or a portion of the project located in a transit priority area?

(O-2022-____)

DRAFT STRIKEOUT ORDINANCE

OLD LANGUAGE: ~~Struck Out~~
NEW LANGUAGE: Double Underline

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE AMENDING CHAPTER 12, ARTICLE 6, DIVISION 5 OF THE SAN DIEGO MUNICIPAL CODE BY AMENDING SECTIONS 126.0502 AND 126.0505; AMENDING CHAPTER 12, ARTICLE 9, DIVISION 7 BY AMENDING SECTION 129.0710; AMENDING CHAPTER 14, ARTICLE 3, DIVISION 3 BY AMENDING SECTION 143.0302; AMENDING CHAPTER 14, ARTICLE 3, DIVISION 10 BY AMENDING SECTION 143.1025; AMENDING CHAPTER 14, ARTICLE 3 BY ADDING NEW DIVISION 14, SECTIONS 143.1401, 143.1403, 143.1405, 143.1410, AND 143.1415, ALL RELATING TO CLIMATE ACTION PLAN CONSISTENCY REGULATIONS.

Chapter 12

Article 6: Development Permits

Division 5: Site Development Permit Procedures

§126.0502 When a Site Development Permit is Required

(a) through (b) [No change in text.]

(c) A Site Development Permit decided in accordance with Process Three is required for the following types of *development.*

(1) through (8) [No change in text.]

(9) *Development* that deviates from the Climate Action Plan Consistency Regulations, as described in Section 143.1403(c)

(d) through (g) [No change in text.]

§126.0505 Findings for a Site Development Permit Approval

A Site Development Permit may be approved or conditionally approved only if the decision maker makes all of the *findings* in Section 126.0505(a) and the supplemental *findings* in Section 126.0505(b) through (m) that are applicable to the proposed *development* as specified in this section.

(a) through (m) [No change in text.]

(n) Supplemental Findings – Deviation from the Climate Action Plan Consistency Regulations.

A Site Development Permit required in accordance with Section 143.1403(c) due to requested deviations from the Climate Action Plan Consistency Regulations may be approved or conditionally approved only if the decision maker makes the following supplemental *findings* in addition to the *findings* in Section 126.0505(a):

(1) The proposed deviation is the minimum necessary to afford relief from special circumstances or conditions of the land, not of the *applicant's* making.

(2) The *development* provides project features or other mitigating measures, to the extent feasible, that reduce greenhouse gas emissions and support and enhance alternative forms of transit in a manner comparable to compliance with the Climate Action Plan Consistency Regulations in Chapter 14, Article 3, Division 14.

Chapter 12

Article 9: Construction Permits

Division 7: Public Right-of-Way Permits

§129.0710 How to Apply for a Public Right-of-Way Permit

An application for a Public Right-of-Way Permit shall be submitted in accordance with Sections 112.0102 and 129.0105. The submittal requirements for Public Right-of-Way Permits are listed in the Land Development Manual. A *development permit* is required prior to issuance of a Public Right-of-Way Permit for the following:

(a) through (c) [No change in text.]

(d) Notwithstanding Sections 129.0710(a)-(c), a *development permit* is not required prior to issuance of a Public Right-of-Way Permit for

placemaking, improvements required in accordance with the Climate Action Plan Consistency Regulations in Chapter 14, Article 3, Division 14, or a recreational amenity in the *public right-of-way* subject to the following regulations. For purposes of Section 129.0710, a recreational amenity is defined as any improvement that provides recreational value to residents or visitors and that enhances the pedestrian or bicycle travel experience.

(1) through (3) [No change in text.]

(4) The term of the Public Right-of-Way Permit shall not exceed five years with the exception of *placemaking*, ~~and~~ recreational amenities and improvements provided in accordance with the Climate Action Plan Consistency Regulations. The term shall not be limited in accordance with Municipal Code section 129.0750 and shall not be eligible for an extension of time pursuant to Municipal Code section 129.0751. *Placemaking*, ~~and~~ recreational amenities, and improvements provided in accordance with the Climate Action Plan Consistency Regulations shall be removed in accordance with the Encroachment Maintenance and Removal Agreement required in Section 129.0715.

(5) through (8) [No change in text.]

(9) The *placemaking* or recreational amenity project and improvements provided in accordance with the Climate Action Plan Consistency Regulations shall allow for safe and efficient visibility and circulation for motor vehicle users and other users of the *public right-of way*, including bicyclists and pedestrians, and shall not impede the safe use of parking spaces or travel lanes in the *public right-of-way*, as determined by the City Engineer.

(10) [No change in text.]

Chapter 14

Article 3: Supplemental Development Regulations

Division 3: Supplemental Neighborhood Development Permit and Site Development Permit Regulations

143.0302 When Supplemental Neighborhood Development Permit and Site Development Permit Regulations Apply

This Division applies to any *development* proposal for which a Neighborhood Development Permit or Site Development Permit is required as described in Sections 126.0402 and 126.0502, in accordance with Table 143-03A.

Legend for Table 143-03A

[No change in text.]

Table 143-03A

Supplemental Neighborhood Development Permit or Site Development Permit Regulations Applicability

Type of *Development* Proposal	**Applicable Sections**	**Required *Development* Permit/Decision Process**
Affordable housing, in-fill projects, and sustainable buildings projects as described in Section 143.0915 where a Site Development Permit or Planned Development Permit would otherwise be required through Clairemont Mesa Height Limit Overlay Zone	[No change in text.]	[No change in text.]
<u>*Development* requesting deviations from the Climate Action Plan Consistency Regulations in Chapter 14, Article 3, Division 14.</u>	<u>143.0303, 143.0305, 143.0375, 143.0380</u>	<u>SDP/Process Three</u>

Chapter 14

Article 3: Supplemental Development Regulations

Division 10: Complete Communities Housing Solutions Regulations

§143.1025 Supplemental Development Regulations

Development utilizing the regulations in this Division must comply with the following Supplemental Development Regulations and may not utilize the waivers provided in Section 143.1010(h) to deviate from the requirements in Section 143.1025.

(a) through (e) [No change in text.]

(f) Climate Action Plan (CAP) Consistency ~~Checklist~~ Requirements. To ensure consistency with the City's CAP, all *development* shall comply with ~~each of the measures identified in Step 2 of the CAP Consistency Checklist~~ the Climate Action Plan Consistency Regulations in Chapter 14, Article 3, Division 14.

Chapter 14

Article 3: Supplemental Development Regulations

Division 14: Climate Action Plan Consistency Regulations

§143.1401 Purpose of the Climate Action Plan Consistency Regulations

It is the purpose and intent of these regulations to implement the City's Climate Action Plan (CAP) by applying regulations that reduce greenhouse gas (GHG) emissions to *development* specified in this Division. Compliance with these regulations is also intended to demonstrate a *development's* compliance with the City's CAP.

§143.1403 Application of the Climate Action Plan Consistency Regulations

(a) This Division applies to the following:

(1) *Development* that results in three or more total *dwelling units* on all *premises* in the *development*;

(2) Non-residential *development* that results in 5,000 square feet or more of total *gross floor area*; and

(3) Parking facilities as a *primary use*.

(b) A *development* that has received an incentive or waiver under a local bonus or incentive program may not utilize the incentive or waiver to reduce or waive any of the requirements of this Division.

(c) *Development* that deviates from the regulations of this Division may be approved with a Process Three Site Development Permit in accordance with Sections 126.0502(c)(9) and 126.0504(a), provided that the *findings* in Section 126.0505(a) and the supplemental *findings* in Section 126.0505(n) are made.

§143.1405 Definitions

The following definitions apply to this Division:

(a) Furnishings Zone has the same meaning that it has in Section 2.2.5.2 of the 2017 Street Design Manual of the Land Development Manual. It is the zone that provides the buffer between the active pedestrian area, the Throughway Zone, and street traffic, and accommodates street trees, landscaping, street furniture, utility poles, parking meters, fire hydrants, bicycle racks, and the like.

(b) Throughway Zone has the same meaning that it has in Section 2.2.5.3 of the 2017 Street Design Manual of the Land Development Manual. It is the zone that is intended for pedestrian travel only and should be entirely clear of obstacles.

§143.1410 Mobility and Land Use Regulations

The following regulations support alternative mobility options, such as walking and biking, that reduce vehicle dependency and associated GHGs.

(a) Pedestrian enhancements that reduce heat island effects shall be provided as follows:

(1) For a *premises* that contains a *street yard* or abuts a *public right-of-way* that contains a Furnishings Zone, at least 50 percent of the Throughway Zone shall be shaded as specified below.

(A) If the adjacent *public right-of-way* contains a Furnishings Zone, the shading shall be provided by street trees.

(B) If the adjacent *public right-of-way* does not contain a Furnishings Zone, the shading may be provided by a combination of trees and shade structures placed in the *street yard*.

(C) The shade coverage of a tree shall be determined by the expected canopy at 10-year maturity. The tree shall be selected in accordance with the Landscape Standards of the

Land Development Manual and the City's Street Tree Selection Guide.

(D) Trees shall be irrigated and maintained consistent with Section 142.0403.

(E) The number of street trees provided shall not be less than what is required by the Landscape Regulations in Chapter 14, Article 2, Division 4.

(2) For a *premises* that does not contain a *street yard* and does not abut a *public right-of-way* that contains a Furnishings Zone, the applicant shall do one of the following:

(A) Plant the number of trees required by Section 143.1410(a)(1) at an off-site location within 1 mile of the project *premises* and enter into an agreement with the owner of the off-site location that ensures the indefinite maintenance of the trees; or

(B) Pay an Urban Tree Canopy Fee to be deposited into the Climate Resiliency Fund, as adopted by City Council Resolution.

(b) *Development* on a *premises* larger than one acre shall provide accessible pedestrian access and connectivity to directly adjacent *premises* as follows:

(1) Accessible pedestrian paths shall connect to existing paths or walkways on the adjacent *premises*, or to areas where such paths could be constructed.

(2) The accessible pedestrian paths shall be at least four feet wide, continuous, clear of obstructions, easily identifiable as a pedestrian path, and visually distinguishable from other hardscaping.

(3) The accessible pedestrian paths shall be separated from vehicular access areas by wheelstops, curbs, landscaping, or other physical barriers, except when crossing driveways or aisles.

(4) A *development* is exempt from the requirements of this section if either of the following apply:

(A) Both the *premises* on which the *development* is located and the adjacent *premises* are zoned for exclusively residential *development*; or

(B) There is a grade differential of more than 3 feet between the *premises* on which the *development* is located and the adjacent *premises* that precludes an accessible pedestrian path.

(c) At least 50 percent of all residential and non-residential bicycle parking spaces required in accordance with Chapter 14, Article 2, Division 5 shall be supplied with individual outlets for electric charging at each bicycle parking space.

§143.1415 Resilient Infrastructure and Healthy Ecosystems Regulations

The following regulations support carbon sequestration as well as enhancement of air quality and the urban tree canopy.

(a) Two trees shall be provided on the *premises* for every 5,000 square feet of *lot* area, with a minimum of one tree per *premises*.

(1) If planting of a new tree is required to comply with this section, the tree shall be selected in accordance with the Landscape Standards of the Land Development Manual and the City's Street Tree Selection Guide.

(2) Where possible, trees should be planted in native soil. Where native soil planting is prohibited by site conditions, required trees may be provided in built-in or permanently affixed planters and pots on structural podiums. Planters and pots for trees shall have a minimum inside dimension of 48 inches.

(3) Trees shall be irrigated and maintained consistent with Section 142.0403.

(4) The number of trees provided shall not be less than what is required by the Landscape Regulations in Chapter 14, Article 2, Division 4.

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO APPROVING THE URBAN TREE CANOPY FEE.

WHEREAS, San Diego Ordinance O-2022-XX related to the Climate Action Plan Consistency Regulations establishes alternative compliance for premises that are unable to provide shade trees over adjacent sidewalks through payment of the Urban Tree Canopy Fee to be used by the City to plant and maintain street trees in other locations throughout the City, was considered by the Council of the City of San Diego together with this Resolution; and

WHEREAS, the planting of shade trees on private property fronting onto the public right-of-way or within the buffer between the pedestrian sidewalk and street traffic, identified by the 2017 Street Design Manual of the Land Development Code as the Furnishings Zone of the public right-of-way, supports the goals of the City's Climate Action Plan by reducing the heat island effect, enhancing the pedestrian experience, and promoting walkable communities by providing shade over sidewalks; and

WHEREAS, an alternative method of compliance with the City's Climate Action Plan related to shading of the public right-of-way is provided for properties that do not include a street yard and do not front onto a public right-of-way that includes a Furnishings Zone; and

WHEREAS, alternative compliance is provided by San Diego Municipal Code Section 143.1410 through payment of the Urban Tree Canopy Fee; and

WHEREAS, the Urban Tree Canopy Fee will be used by the City to fund the installation and maintenance of trees in public spaces throughout the City; and

WHEREAS, at the time of establishment of the Urban Tree Canopy Fund, the Transportation Department has established that the cost to the City to plant and maintain a street tree for three years is $605 per tree; and

WHEREAS, the City's Street Tree Regulations in San Diego Municipal Code Section 142.0409 require the planting of one tree per 30 feet of street frontage; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, as follows:

1. That an Urban Tree Canopy Fee of $605 per 30 feet of street frontage is established.

2. That the Chief Financial Officer is authorized to establish an interest-bearing Climate Resiliency Fund for funds collected with the Urban Tree Canopy Fee as well as future fees established in support of climate resiliency measures.

3. That the Climate Resiliency Fund shall be used to fund City-wide climate resiliency efforts in support of the Climate Action Plan.

4. That the funds collected from the Urban Tree Canopy Fee be deposited into the Climate Resiliency Fund to fund the installation and maintenance of trees in public spaces, with expenditure to be prioritized in communities most vulnerable to extreme heat, as determined by the Mayor, or his designee.

5. That the Chief Financial Officer is authorized to distribute funds from the Urban Tree Canopy Fee of the Climate Resiliency Fund in accordance with this Resolution.

6. That this Resolution shall be effective on the effective date of San Diego Ordinance O-2022-XX adopting the Climate Action Plan Consistency Regulations, and shall be in effect at the time building permits are issued, in accordance with Chapter 14, Article 3,

Division 14 of the Municipal Code, plus automatic annual increases based on increased costs to the City to plant and maintain a street tree for a period of three years.

APPROVED: MARA W. ELLIOTT, City Attorney

By _____
Lindsey H. Sebastian
Deputy City Attorney

LHS:nja
04/11/22
Or. Dept: Planning Department
Doc. No.: 2952027

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH S. MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____ _____
(date) TODD GLORIA, Mayor

Vetoed: _____ _____
(date) TODD GLORIA, Mayor

The City of SAN DIEGO

Planning Department
Environmental Policy and Public Spaces Division

DRAFT ADDENDUM TO AN
ENVIRONMENTAL IMPACT REPORT
SCH No. 2015021053

SUBJECT: City of San Diego Climate Action Plan Addendum

APPLICANT: City of San Diego Planning Department – Environmental Policy & Public Spaces Division

I. PROJECT DESCRIPTION:

In 2013, the City of San Diego (City) began work on a Climate Action Plan (CAP) in an effort to address communitywide GHG emissions. At the end of 2015, the City certified the CAP Final Environmental Impact Report (FEIR) (Project No. 416603/SCH No. 2015021053) and adopted the CAP. The CAP is the City's policy roadmap that sets clear and specific strategies, targets, and actions to reduce greenhouse gas emissions. The CAP consists of six strategies to reduce and avoid greenhouse gas emissions and achieve a goal for the City of San Diego (City) of net zero emissions by 2035. This project proposes to update the CAP strategies and associated targets, measures, and actions and supporting actions to reach greenhouse gas reduction targets and advance the City's existing efforts to achieve greenhouse gas reduction goals.

Each broad CAP strategy is designed to focus on a different sector and is composed of associated targets, measures, quantifiable actions and qualitative supporting actions that the City can implement to avoid and reduce future greenhouse gas emissions. The proposed CAP strategies are as follows:

Strategy 1: Decarbonization of the Built Environment
Strategy 2: Access to Clean & Renewable Energy
Strategy 3: Mobility & Land Use
Strategy 4: Circular Economy & Clean Communities
Strategy 5: Resilient Infrastructure and Healthy Ecosystems
Strategy 6: Emerging Climate Actions

Table 1 identifies the above strategies and associated targets and measures that the City would aim to achieve under the proposed CAP, and links these to the existing adopted CAP strategies, targets, and measures that the City is already taking. This table provides a description of how the proposed CAP would modify and update the adopted CAP, and what specific actions the City would take to build on the previous CAP's actions.

GHG Sector	Adopted CAP		Proposed CAP		Comparison of Proposed CAP to Adopted CAP
	Strategy/Measure	Target	Strategy/Measure	Target(s)	
Building Energy Use	**Strategy 1: Water and Energy Efficient Buildings**		**Strategy 1: Decarbonization of the Built Environment**		
	Action 1.1 Residential Energy Conservation and Disclosure Ordinance	Reduce energy use by 15% per unit in 20% of residential housing units by 2020 and 50% of units by 2035.	Measure 1.1: Decarbonize Existing Buildings	2030 Target: Phase out 45% of natural gas from existing buildings. 2035 Target: Phase out 90% of natural gas from existing buildings.	The proposed CAP would move beyond focus on reducing energy use in existing residential housing units through actions that decarbonize existing residential and non-residential buildings. A larger number of building would be affected by the proposed CAP. Achieving decarbonization of existing buildings would involve similar actions as reducing energy use such as weatherization (e.g., insulation, efficient windows), appliance upgrades, and installation of solar photovoltaic energy production. The proposed CAP would have a greater focus on actions that switch fuel use from natural gas to electricity such as switching appliances and equipment to electric power for heating, cooking, hot water, and clothes drying. Also additional focus on rooftop or onsite solar systems and electric vehicle charging.
	Action 1.2: City of San Diego's Municipal Energy Strategy and Implementation Plan	Reduce energy consumption at municipal facilities by 15% by 2020 and an additional 25% by 2035.	Measure 1.2: Decarbonize New Building Development Measure 1.3 Decarbonize City Facilities	2030 Target: All-electric reach code starting 2023 at new residential and commercial development. 2035 Target: Ongoing implementation of all-electric new residential and commercial development. 2030 Target: Phase out natural gas 50% in municipal facilities. 2035 Target: Phase out natural gas 100% in municipal facilities.	The proposed CAP would move beyond focus on reducing energy use in existing municipal facilities to actions that decarbonize these facilities (e.g., City-owned or operated office buildings, libraries, recreation centers). The types of actions to decarbonize municipal facilities would be similar to those described above and include a greater focus on fuel switching from natural gas to electricity. Actions would also include transitioning street lights and traffic lights to LED technology and eliminating refrigerants in municipal facilities. The proposed CAP would also result in decarbonized new residential and commercial development; the adopted CAP does not include a comparable measure aimed at reducing energy use or GHG emissions from new residential or commercial development. Under the proposed CAP the City would update the building code to prevent new residential and commercial development from using natural gas and instead rely on electric power; on-site renewable (e.g., solar generation, battery storage, and electric vehicle charging) would be key components of all-electric new development.
Water supply	**Strategy 1: Water and Energy Efficient Buildings**		**Strategy 5: Resilient Infrastructure and Healthy Ecosystems**		
	Action 1.3 New Water Rate and Billing Structure	Reduce daily per capita water consumption by 4 gallons by 2020 and 9 gallons by 2035.	Measure 5.3 Local Water Supply	2030 Target Provide 33,000 acre-feet local water supply from Pure Water. 2035 Target Provide 93,000 acre-feet local water supply from Pure Water.	The proposed CAP includes increasing the amount of the City's water supply sourced from recycled water, reducing the need for imported water supplies (i.e., Pure Water San Diego). The City's Pure Water Program involves construction of major water infrastructure improvements including pipelines, pump stations, and treatment facilities. The adopted CAP focused on reducing water consumption through actions including changes to billing rates, upgrading to more efficient appliances and fixtures, and using less water-intensive outdoor landscaping designs.
	Action 1.4 Water Conservation and Disclosure Ordinance	Reduce daily per capita water consumption by 4 gallons by 2020 and 9 gallons by 2035.			
	Action 1.5 Outdoor Landscaping Ordinance	Reduce daily per capita water consumption by an additional 3 gallons by 2020 and an additional 5 gallons by 2035.			
Renewable Energy	**Strategy 2: Clean and Renewable Energy**		**Strategy 2: Access to Clean & Renewable Energy**		
	Action 2.1 Community Choice Aggregation Program or Another Similar Program	Add additional renewable electricity supply to achieve 100% renewable electricity by 2035 citywide.	Measure 2.1 Citywide Renewable Energy Generation	2030 Target 100% renewable or GHG-free power provided by SDCP 2035 Target 100% renewable or GHG-free power provided by SDCP	Similar as the adopted CAP, the proposed CAP includes actions to increase renewable or GHG-free electricity generation to achieve a goal of 100% renewable or GHG-free electricity, including additional support for the use of solar photovoltaic energy generation at the building scale and other sources of renewable energy. The proposed CAP would also involve development of renewable energy infrastructure (for example microgrids and battery storage) at municipal facilities to demonstrate feasibility at other locations. The proposed CAP would achieve the 100% goal sooner than the adopted CAP or would expand eligible electricity sources from renewables only to renewables and GHG-free sources.

GHG Sector	Adopted CAP		Proposed CAP		Comparison of Proposed CAP to Adopted CAP
	Strategy/Measure	Target	Strategy/Measure	Target(s)	
	Action 2.2 Municipal Zero Emissions Vehicles	Increase the number of zero emissions vehicles in the municipal fleet to 50% by 2020 and 90% by 2035.	Measure 2.2 Increase Municipal Zero Emission Vehicles	2030 Target: Percent of all municipal fleet vehicles to be ZEVs: Cars: 75% LDV: 50% MDV: 50% HDV: 50% 2035 Target: Percent of all municipal fleet vehicles to be ZEVs: Cars and LDV: 100% MDV: 75% HDV: 75%	Similar to the adopted CAP. the proposed CAP would increase the number of zero-emissions vehicles in the municipal fleet. The proposed CAP includes specific target percentages for different vehicle classes, which are different than the fleet-wide targets included in the adopted CAP; the timing is also different. In addition, the proposed CAP sets targets exclusively for ZEVs, and does not include the adopted CAP target to convert solid waste collection trucks to natural or other non-ZEV alternative fuels. The proposed CAP actions to increase ZEV emissions in the fleet, including the procurement of new vehicles and installation of EV charging and other fueling infrastructure at municipal facilities would be similar to the adopted CAP.
	Action 2.3 Convert Municipal Waste Collection Trucks to Low Emission Fuel	100% conversion from diesel fuel used by municipal solid waste collection trucks to compressed natural gas or other alternative low emission fuels by 2035.			
	New for 2022	New for 2022	Measure 2.3 Increase EV Adoption	2030 Target 16% e-VMT out of all Light-duty VMT 2035 Target 25% e-VMT out of all Light-duty VMT	The proposed CAP would include development of a city-wide electric vehicle strategy. This would include expansion of infrastructure to increase the percentage of miles traveled using electric vehicles (e.g., installing new charging ports). The strategy would support public charging of privately-owned electric vehicles and also use or electric-power flexible fleets, circulators, and electric bicycles.
Land Use	**Strategy 3: Bicycling, Walking, Transit, and Land Use**		**Strategy 3: Mobility and Land Use**		
	Action 3.1 Implement General Plan Mobility Element and City of Villages Strategy in Transit Priority Areas Action 3.2 Implement the City's Pedestrian Master Plan in Transit Priority Areas Action 3.3 Implement the City's Bicycle Master Plan	Achieve mass transit mode share of 12% by 2020 and 25% by 2035 in Transit Priority Areas. Achieve walking commuter mode share of 4% by 2020 and 7% by 2035 in Transit Priority Areas. Achieve 6% bicycle commuter mode share by 2020 and 18% mode share by 2035 in Transit Priority Areas.	Measure 3.1 Safe and Enjoyable Routes for Pedestrians and Cyclists Measure 3.2 Increase Safe, Convenient, and Enjoyable Transit Use	2030 Target 10% transit mode share of all San Diego residents' trips 2030 Target 19% walking and 7% cycling mode share of all San Diego residents' trips 2035 Target 15% transit mode share of all San Diego residents' trips 2035 Target 25% walking and 10% cycling mode share of all San Diego residents' trips	Similar to the adopted CAP, the proposed CAP would result in actions to increase transit, walking, and cycling mode share across the city. The proposed CAP targets for transit mode share are lower than those identified in the adopted CAP, while the targets for walking and cycling mode share are higher. The proposed CAP has expanded the scope of the targets to include all residents, instead of being limited to Transit Priority Areas. The proposed CAP would result in similar actions to achieve the targets as the adopted CAP, which include redesigning streets to install improvements like enhanced sidewalks, protected bikeways (e.g., construction activities to remove pavement, refinish pavement, restriping, install curb and gutter and stormwater infrastructure); planting and caring for street trees, installing shade structures at parks; installing ped-scale street lights; run micromobility programs, e.g., e-scooters, e-bikes.
	New for 2022		Measure 3.3 Increase Telecommuting	2030 Target Achieve 4% citywide VMT reduction through telecommute 2035 Target Achieve 6% citywide VMT reduction through telecommute	The proposed CAP would result in new actions to increase employee telecommuting, including employer-based requirements, requirements for City employees and actions to increase digital access such as hardware support distribution, public Wi-Fi expansion, and resources for digital connectivity.
	3.4 Implement a Traffic Signal Master Plan	Retime 200 traffic signals by 2020.	Measure 3.4 Reduce Traffic Congestion to Improve Air Quality and Trip Length	2030 Target Complete 13 new roundabouts 2035 Target Complete 20 new roundabouts	Similar to the adopted CAP, the proposed CAP includes actions to improve the efficiency of vehicle travel by constructing traffic circles and roundabouts at intersections and retiming traffic signals.
	3.5 Implement a Roundabouts Master Plan	Install roundabouts at 15 intersections by 2020 and an additional 20 intersections by 2035.			
	3.6 Implement Transit Oriented Development within Transit Priority Areas	Reduce average vehicle commute distance by two miles through implementation of the General Plan City of Villages Strategy by 2035.	Measure 3.5 Climate Focused Land Use Measure 3.6: Vehicle Management	2030 Target 8% VMT (commuter and non-commuter) reduction per capita 2035 Target 15% VMT (commuter and non-commuter) reduction per capita	Similar to the adopted CAP, the proposed CAP includes actions to reduce VMT by encouraging compact, mixed use land development near transit, and also place making, green spaces, and urban design, that encourages walking, biking, and minimizes need for vehicle travel. The proposed CAP also includes a measure not included in the adopted CAP that seeks to reduce VMT and transportation-related GHG emissions through actions that Optimize curb space, manage on-street parking, eliminate parking minimum requirements

GHG Sector	Adopted CAP		Proposed CAP		Comparison of Proposed CAP to Adopted CAP
	Strategy/Measure	Target	Strategy/Measure	Target(s)	
					and establish maximums, prohibit auto-oriented land uses (e.g., drive throughs) in transit priority areas.
Zero Waste	**Strategy 4: Zero Waste**		**Strategy 4: Circular Economy and Clean Communities**		
	Action 4.1 Divert Solid Waste and Capture Landfill Emissions	Divert 75% of solid waste by 2020 and 90% by 2035. Capture 80% of remaining landfill emissions by 2020 and 90% by 2035.	Measure 4.1 Changes to the Waste Stream Measure 4.2 Municipal Waste Reduction Measure 4.3 Local Food Systems and Food Recovery Measure 4.4 Zero Waste to Landfill	2030 Target 82% Waste Diversion Rate and 85% Landfill Gas Capture 2035 Target 90% Waste Diversion Rate and 90% Landfill Gas Capture	Similar to the adopted CAP, the proposed CAP includes actions to eliminate and divert waste from landfills, and capture most of the landfill gas emitted by waste stored in landfills. Actions included in the proposed CAP include adoption and expansion of the Polystyrene Foam and Single Use Plastics Ordinance; city procurement targets for sustainable products, food, and compost; and new and expanded reuse and recycling programs to divert or eliminate household waste.
	Action 4.2 Capture Methane from Wastewater Treatment	Capture 98% wastewater treatment gases by 2035.			
Resilience/ Sequestration	**Strategy 5: Climate Resiliency**		**Strategy 5: Resilient Infrastructure and Healthy Ecosystems**		
	New for 2022		Measure 5.1 Sequestration	2030 Target Restore 347 acres of salt marsh land 2035 Target Restore 693 acres of salt marsh land	The proposed CAP includes new actions to protect and restore urban canyons, wetlands, and uplands and to develop a Natural Resource Management Plan for all managed preserved lands.
	Action 5.1 Urban Tree Planting Program	Achieve 15% urban tree canopy coverage by 2020 and 35% urban tree coverage by 2035.	Measure 5.2 Tree Canopy	2030 Target 28% urban canopy cover 2035 Target 35% urban canopy cover	Similar to the adopted CAP, the proposed CAP includes actions to increase urban tree canopy cover. The Land Development Code would be updated to include specifications that would direct the circumstances and details relating to urban tree planting.
Emerging Climate Action			**Strategy 6: Emerging Climate Action**		
	New for 2022		Measure 6.1: Explore further opportunities to achieve net zero GHG emissions	2030 Residual Emissions 640,000 additional reduction needed to reach fair-share target 2035 Residual Emissions 2,511,000 additional reduction/removal needed to reach carbon neutrality	The proposed CAP includes new supporting actions to explore additional ways to achieve net zero greenhouse gas emissions. The City would investigate, explore, and coordinate with other entities to identify additional opportunities to reduce emissions toward net zero. Examples of opportunities the City will look into include advanced air quality control systems, new carbon sequestration technologies and strategies, and achieving socioeconomic equity in greenhouse gas and air quality efforts across the city. This measure does not involve actions with the potential to result in changes to the physical environment.

II. ENVIRONMENTAL SETTING:

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 FEIR). 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 FEIR). A more detailed description of the project location can be found in the FEIR, Section 1.B.

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 FEIR details the environmental setting in regard to each specific impact area analyzed in the chapter's sections.

III. 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 CAP in an effort to address 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 FEIR (Project No. 416603/SCH No. 2015021053) and adopted the CAP. The FEIR was prepared at the program "first-tier" level of environmental review consistent with the requirements of California Environmental Quality Act (CEQA) Guidelines Sections 15152

and 15168. The program-level analysis considered the broad environmental impacts of the overall plan.

The FEIR 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 adopted CAP. The adopted CAP is a policy document that provides direction for how GHG emissions should be reduced within the City, and the FEIR analysis identifies the potential for implementation of those policies to cause physical changes to the environment. While the FEIR 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.

In July 2016, the City adopted the Final Addendum to the Final Program Environmental Impact Report (Addendum) for the City of San Diego Climate Action Plan (Project No. 416603/SCH No. 2015021053) and an amendment to the adopted CAP to incorporate a CAP Consistency Checklist. The Checklist contains a list of questions and measures that are required to be implemented on a project-by-project basis to ensure that the specified emission targets in the adopted CAP are achieved and that an individual project is doing its part to achieve the City's greenhouse gas reductions.

Consistent with the process described, the City is evaluating the adoption of a new CAP (proposed CAP) that establishes a community-wide goal of net zero by 2035, committing San Diego to an accelerated trajectory for greenhouse gas reductions. At the same time, it is also evaluating the adoption of CAP Consistency Regulations, which are intended to implement the proposed CAP by applying regulations that reduce GHG emissions to specified types of development. Compliance with these regulations is also intended to demonstrate a development's compliance with the proposed CAP.

The purpose of this evaluation is to determine whether the proposed CAP would be consistent with the adopted CAP, and whether and what type of additional environmental review would be required, if any. This addendum has been prepared to determine whether any additional environmental review would be required for the City to consider adoption of the proposed CAP.

This analysis considers whether implementation of the proposed CAP and CAP Consistency Regulations, or changed environmental conditions would result in new or substantially more severe significant environmental impacts, as compared to those identified in the FEIR, as revised by the Addendum, and also whether there is new information of substantial importance showing that new or substantially more severe significant environmental impacts would occur compared to those identified in the FEIR, as revised by the Addendum.

IV. DETERMINATION:

The City of San Diego previously prepared and certified the Climate Action Plan FEIR (Project No. 416603/SCH No. 2015021053). Based upon a review of the proposed CAP, it has been determined pursuant to CEQA Guidelines Section 15162 and 15164 that:

a) There are no new significant environmental impacts of the project, as revised, that were not considered in the previous FEIR;

b) No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and

c) There is no new information of substantial importance to the project that was not known and could not have been known at the time the FEIR was certified.

Therefore, this Addendum has been prepared in accordance with CEQA Guidelines Section 15164. Pursuant to CEQA Guidelines Section 15164(c), public review of this Addendum is not required.

V. DISCUSSION:

The FEIR for the adopted CAP found that, although significant impacts could be mitigated through a review of discretionary projects, implementation of the adopted CAP would result in significant and unavoidable impacts to Visual and Neighborhood Resources, Air Quality, Historical Resources, and Transportation and Circulation as site-specific details of future development projects are not currently known.

Similarly, it is anticipated that implementation of the proposed CAP would potentially result in significant and unavoidable impacts in the same issue areas given the lack of site-specific details of future development projects that could occur under the proposed CAP. Thus, the City reviewed the proposed CAP against the five strategies and associated targets, measures, and actions of the adopted CAP to determine if the proposed CAP would be consistent with what was previously analyzed in the FEIR for the adopted CAP.

As detailed in this section, the adoption of the proposed CAP would not result in a new significant impact or result in a substantial increase in the severity of the significant impacts previously identified in the FEIR. A summary of the proposed CAP targets, measures, and actions' potential to affect environmental resource areas is summarized in Table 2.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete have been identified during the preparation of this addendum.

Measures/Actions	Targets	Potential Physical Changes to the Environment	Environmental Issue Areas Potentially Affected
Strategy 1: Decarbonization of the Built Environment			
Measure 1.1: Decarbonize Existing Buildings	Phase out 45% of natural gas from existing buildings by 2030 Phase out 90% of natural gas from existing buildings by 2035	Minor changes to existing residential and nonresidential buildings involving switching to high efficiency electric appliances and equipment for heating, cooking, hot water, clothes drying; installing insulation, efficient windows; cool roofing materials; rooftop or onsite solar PV systems; electric vehicle charging	Visual effects/neighborhood character Historical Resources
Measure 1.2: Decarbonize New Building Development	All-electric reach code starting 2023 at new residential and commercial development	New residential and commercial construction would be prevented from using natural gas; would have onsite generation (e.g., solar) and storage (battery) and EV charging	Visual effects/neighborhood character Historical Resources
Measure 1.3 Decarbonize City Facilities	Phase out natural gas 50% in municipal facilities by 2030 Phase out natural gas 100% municipal facilities by 2035	Similar to measures 1.1 and 1.2 but for City-owned and operated buildings and facilities (e.g., government offices, libraries, rec centers). Also street lights and traffic lights (switching to LED)	Visual effects/neighborhood character
Strategy 2: Access to Clean & Renewable Energy			
Measure 2.1 Citywide Renewable Energy Generation	100% renewable or GHG-free power provided by SDCP (San Diego Community Power)	Would require the construction of distributed generation (small-scale renewables) on new and existing buildings, including solar photovoltaics, wind-turbines, and energy storage solutions. May directly or indirectly require the construction of large-scale renewable energy generation or battery storage systems within or outside of the City to satisfy large demand. May therefore result in construction-related impacts (air quality, GHGs, traffic, noise), effects on visual quality (coastal views, hillsides, near open space areas, scenic highways); footprint effects associated with greenfield development, including biological, hydrologic, and cultural resources impacts.	Land Use Visual Effects and Neighborhood Character Air quality GHGs Historical Resources Transportation and Circulation Utilities Noise Biological Resources Hydrology and Water Quality

Measures/Actions	Targets	Potential Physical Changes to the Environment	Environmental Issue Areas Potentially Affected
			Historical and Cultural Resources
Measure 2.2 Increase Municipal Zero Emission Vehicles	Percent of all municipal fleet vehicles to be ZEVs: Cars: 75% LDV: 50% MDV: 50% HDV: 50% by 2030 Percent of all municipal fleet vehicles to be ZEVs: Cars and LDV: 100% MDV: 75% HDV: 75% by 2035	Results in incremental increase in demand for electricity. Involves minor ground disturbance to install electric vehicle charging at City facilities, e.g. equipment yards, office buildings.	Visual effects/neighborhood character Air quality GHGs Transportation and Circulation Hydrology and Water Quality Noise
Measure 2.3 Increase EV Adoption	16% e-VMT out of all Light-duty VMT by 2030 25% e-VMT out of all Light-duty VMT by 2035	Result in EV charging stations as part of new residential and nonresidential development, and also on existing City property for public charging. Involves minor ground disturbance to install electric vehicle charging.	Visual effects/neighborhood character Air quality GHGs Transportation and Circulation Hydrology and Water Quality Noise
Strategy 3: Mobility and Land Use			
Measure 3.1 Safe and Enjoyable Routes for Pedestrians and Cyclists	19% walking and 7% cycling mode share of all San Diego residents' trips by 2030 25% walking and 10% cycling mode share of all San Diego residents' trips by 2035	Involves redesigning streets to install improvements like enhanced sidewalks, protected bikeways (e.g., construction activities to remove pavement, refinish pavement, restriping, install curb and gutter and stormwater infrastructure); planting and caring for street trees, installing shade structures at parks; installing ped-scale street lights; run micromobility programs, e.g., e-scooters, e-bikes	Visual effects/neighborhood character Air quality GHGs Transportation and Circulation

Measures/Actions	Targets	Potential Physical Changes to the Environment	Environmental Issue Areas Potentially Affected
			Hydrology and Water Quality Noise
Measure 3.2 Increase Safe, Convenient, and Enjoyable Transit Use	10% transit mode share of all San Diego residents' trips by 2030 15% transit mode share of all San Diego residents' trips by 2035	Install dedicated transit lanes and bikeways on existing city streets; install street furniture at transit stops, e.g., shade structures. Some minor construction/ground disturbance.	See measure 3.1
Measure 3.3 Increase Telecommuting	Achieve 4% citywide VMT reduction through telecommute by 2030 Achieve 6% citywide VMT reduction through telecommute by 2035	Involves requiring employers to have TDM programs, including City employees. City takes actions to increase digital access (e.g., distributing devices, supporting Wi-Fi access and digital literacy)	None
Measure 3.4 Reduce Traffic Congestion to Improve Air Quality and Trip Length	Complete 13 new roundabouts by 2030 Complete 20 new roundabouts by 2035	Construct traffic circles and roundabouts at intersections; retime traffic signals	See measure 3.1
Measure 3.5 Climate Focused Land Use	8% VMT (commuter and non-commuter) reduction per capita by 2030 15% VMT (commuter and non-commuter) reduction per capita by 2035	Encourage compact, mixed use land development near transit, and also place making, green spaces, and urban design, that encourages walking, biking, and minimizes need for vehicle travel. Short-term construction impacts and long-term changes to land use, traffic and circulation, visual resources and neighborhood character. Could affect historic resources.	Air quality GHGs Transportation and Circulation Hydrology and Water Quality Noise Visual resources and neighborhood character

Measures/Actions	Targets	Potential Physical Changes to the Environment	Environmental Issue Areas Potentially Affected
Measure 3.6: Vehicle Management	n/a	Optimize curb space, manage on-street parking, eliminate parking minimum requirements and establish maximums, prohibit auto-oriented land uses (e.g., drive throughs) in transit priority areas.	None (supports lower VMT, GHG, air pollution)
Strategy 4: Circular Economy and Clean Communities			
Measure 4.1 Changes to the Waste Stream	82% Waste Diversion Rate and 85% Landfill Gas Capture by 2030 90% Waste Diversion Rate and 90% Landfill Gas Capture by 2035	Prohibits use of polystyrene foam and single use plastics and prioritizes reusable materials	Transportation and Circulation Utilities
Measure 4.2 Municipal Waste Reduction	n/a	Changes City purchasing to require sustainable products and food when available; compost purchasing targets (for use on street easements, parks, green spaces) to create demand for compost in the city	Transportation and Circulation Utilities
Measure 4.3 Local Food Systems and Food Recovery	n/a	Create soft infrastructure (e.g., programs, businesses) to support edible food recovery, food waste prevention, donation); also incentivize urban agricultural features in new development plans, e.g., community gardens, edible forestry.	Air Quality Greenhouse Gas Emissions Transportation and Circulation Utilities Water Supply
Measure 4.4 Zero Waste to Landfill	n/a	Increasing waste diversion may require the construction of new or expansion of existing waste processing facilities, as well as new or expanded waste collection programs. May result in short-term construction impacts and long-term operational impacts, including increased truck traffic, noise, odors, air and GHG emissions.	Visual Resources/Neighborhood Character Air Quality Greenhouse Gas Emissions Transportation and Circulation Utilities

Measures/Actions	Targets	Potential Physical Changes to the Environment	Environmental Issue Areas Potentially Affected
Strategy 5: Resilient Infrastructure and Healthy Ecosystems			
Measure 5.1 Sequestration	Restore 347 acres of salt marsh land by 2030 Restore 693 acres of salt marsh land by 2035	Could involve grading and construction activities associated with restoration projects. Also increased irrigation for plant establishment.	Air quality GHGs Transportation and Circulation Hydrology and Water Quality Noise Water Supply
Measure 5.2 Tree Canopy	28% urban canopy cover by 2030 35% urban canopy cover by 2035	Shade trees planted along streets, in parking lots, and in other public spaces may result in increased demand for irrigation water and City services such as street sweeping. Mature trees may block existing views.	Visual resources and neighborhood character GHG Water Supply
Measure 5.3 Local Water Supply	Provide 33,000 acre-feet local water supply from PureWater by 2030 Provide 93,000 acre-feet local water supply from PureWater by 2035	Involves implementation of projects to clean recycled water and reduce dependence on imported water. These projects are part of the Pure Water San Diego program to increase the City's supply of recycled water. Includes construction of plants and pipelines.	Visual effects/neighborhood character Air quality GHGs Transportation and Circulation Hydrology and Water Quality Noise
Strategy 6: Emerging Climate Action			
Measure 6.1: Explore further opportunities to achieve net zero GHG emissions	640,000 additional reduction needed to reach fair-share target by 2030 2,511,000 additional reduction/removal needed to	This measures involves the City doing things like "investigate," "explore," "participate," and "engage" in different activities. No physical environmental changes would be involved.	None

Measures/Actions	Targets	Potential Physical Changes to the Environment	Environmental Issue Areas Potentially Affected
	reach carbon neutrality by 2035		

LAND USE

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken, or new information of substantial importance that cause one or more effects to land use and planning including: conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project; conflict with the environmental goals, objectives, or recommendations of the General Plan or affected community plans; or conflict with an adopted environmental plan or other approved local, regional or State habitat conservation plan?

YES ☐ NO ☑

Implementation of the proposed CAP could result in physical changes to the environment that would have an impact on land use. Large-scale energy projects that could be implemented under the proposed CAP, including solar photovoltaic and wind farms that would support renewable energy targets (e.g., measure 2.1), would be similar to such projects that would have been implemented under the adopted CAP in terms of the number and scale of such facilities. In general, larger-scale renewable energy facilities would be in industrial areas and near existing utility infrastructure where land use compatibility conflicts would not occur. However, if a large-scale renewable energy project were proposed on agricultural land, private land near residential uses, or open space, land use compatibility conflicts could arise, because this type of project would be incompatible with existing land use and zoning designations, and potentially conflict with adjacent land uses, for example residential and open space areas.

The FEIR for the adopted CAP analyzed potential conflicts relating to land use (San Diego CAP FEIR: 3.A-1 to 3.A-28) resulting from the adopted CAP, including from the same types of elements described above that could be implemented under the proposed CAP. The FEIR concluded that significant impacts to land use could result from implementation of large-scale energy projects such as solar photovoltaic and wind farms that could be developed either within or outside of the City limits. The FEIR concluded that such impacts would be reduced through implementation of Mitigation Measure LU-1, which would require that projects be consistent with land use and zoning designations, reducing this impact below the level of significance.

Because large-scale energy projects under the proposed CAP would be similar to those that would result under the adopted CAP, there are no new or different impacts that would stem from development of these facilities under the proposed CAP. The FEIR also found that implementation of the adopted CAP would not conflict with the environmental goals, objectives, or recommendations of the General Plan; rather, the adopted CAP is consistent with and implements the environmental goals, policies, and recommendations of the City's General Plan.

The FEIR analyzed land use impacts from implementing the measures included in the adopted CAP, including the types of physical improvements resulting from the proposed CAP. The FEIR also identified the mitigation measure listed above to reduce the significant land use impacts of adopted CAP implementation. The City would continue to implement this FEIR mitigation measure, which would also reduce the potential impacts of the proposed

CAP. As a result, the proposed CAP would not result in any new significant impacts on land use, or a substantial increase in the severity of the significant impacts previously identified in the FEIR.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to land use have been identified during the preparation of this addendum.

VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that would cause one or more impacts on aesthetic resources including: affect the visual quality of the planning area, particularly with respect to views from public viewing areas, vistas, or open spaces; introduce incompatible uses with surrounding development in terms of bulk, scale, materials, or style that would result in adverse visual impacts; or create substantial light or glare which would adversely affect daytime or nighttime views in the area?

YES ☐ NO ☑

Implementation of the proposed CAP could result in physical changes to the environment that would have an impact on aesthetic resources. For example, development of more or additional solar photovoltaic installations on buildings that could be implemented with adoption of the proposed CAP (e.g., Measures 1.1, 1.2, 1.3, and 2.1) could result in visual changes to the exterior of existing buildings or new development projects. Similarly, the addition of electric vehicle and electric bicycle charging stations (e.g., Measures 2.2, 2.3, and 3.1) would result in visual changes to existing or new parking areas and municipal EV storage and maintenance facilities where those stations are located. The proposed CAP also supports implementation or expansion of other small-scale energy projects that could impact visual resources such as building-scale renewable energy infrastructure (e.g., batteries and energy microgrids) (e.g., Measures 1.2, 1.3, and 2.1), on-site stormwater capture and recycling infrastructure (e.g., Measure 5.3), and transition from traditional incandescent streetlight sources to LED streetlights (e.g., Measure 1.3). Large-scale energy projects that could be implemented under the proposed CAP, including solar and wind farms that would support renewable energy targets (e.g., Measure 2.1), would be similar to such projects that would have been implemented under the adopted CAP in terms of the number and scale of such facilities.

The FEIR for the 2015 CAP analyzed changes to visual resources and neighborhood character (San Diego CAP FEIR: 3.B-1 to 3.B-27) resulting from the adopted CAP, including from the same types of elements described above that could be implemented under the proposed CAP. The FEIR concluded that while small-scale energy projects could have an impact on visual resources, they would not substantially alter or obstruct views. The FEIR did however find that significant impacts to visual resources could result from implementation of large-scale energy projects such as solar and wind farms. The FEIR concluded that while such impacts would be reduced through implementation of Mitigation Measure LU-1, which would require

that such projects be consistent with land use and zoning designations, that the visual quality and scenic views for each individual project could not accurately be predicted and therefore this impact was found to be significant and unavoidable. However, because large-scale energy projects would be similar to those that would result under the adopted CAP, there are no new or different impacts that would stem from development of these facilities under the proposed CAP.

The FEIR analyzed aesthetics impacts from implementing the measures included in the adopted CAP, including the types of physical improvements resulting from the proposed CAP. The FEIR also identified the mitigation measure listed above to reduce the significant aesthetic impacts of adopted CAP implementation. The City would continue to implement this FEIR mitigation measure, which would also reduce the potential impacts of the proposed CAP. As a result, the proposed CAP would not result in any new significant aesthetic impacts, or a substantial increase in the severity of the significant aesthetics impacts previously identified in the FEIR.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to aesthetics have been identified during the preparation of this addendum.

AIR QUALITY

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that cause one or more effects to air quality including: 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 or generate air emissions that would substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

YES ☐ NO ☑

Implementation of the proposed CAP would result in physical changes to the environment that could have an impact on air quality. Several of the strategies, measures, and actions identified in the proposed CAP promote construction of new facilities or retrofitting of existing facilities that would generate construction-related air emissions or in other ways. Some examples of activities that would generate construction-related emissions include retrofitting of existing buildings and developments to transition away from natural gas energy generation to renewable energy generation (e.g., Measures 1.1, 1.2, 1.3, and 2.1), installation of electric vehicle charging stations (e.g., Measures 2.2. and 2.3), installation of pedestrian and cycling facilities (Measure 3.1), implementation activities related to urban tree planting and other heat-island reducing efforts (e.g., installation of cool roofs and innovative cool pavement technologies) (e.g., Measures 3.1, 5.2, and 5.3), and restoration of salt marshland and other wetland/upland ecosystems (e.g., Measure 5.1). The proposed CAP also supports measures that could have an impact on long-term air emissions such as solid waste management programs that divert or change the waste stream (e.g., Measures 4.1, 4.2,

4.3, and 4.4). These programs could result in ongoing impacts related to criteria air pollutants, dust, or and odors in the vicinity of waste management facilities.

The FEIR for the 2015 CAP analyzed impacts to air quality (San Diego CAP FEIR: 3.C-1 to 3.C-25) resulting from the adopted CAP, including from the same types of elements described above that could be implemented under the proposed CAP. The FEIR concluded there would be a beneficial effect on the SDAPCD RAQS and the City's general plan because the CAP supports the goals of the RAQS. The FEIR did however find that significant impacts to air quality could result from construction activities required to implement CAP strategies, measures, and actions. The FEIR concluded that while such impacts would be reduced through implementation of Mitigation Measures AIR-1 and AIR-2, which would require that construction projects adhere to best management practices for emission control and conversion of waste management vehicles to alternative fuel, respectively, that impacts related to changes to solid waste management would remain significant and unavoidable even after implementation of Mitigation Measure AIR-2. However, because waste diversion and management programs under the proposed CAP would be similar to those considered under the adopted CAP, there are no new or different impacts that would stem from development of these facilities.

The FEIR analyzed air quality impacts from implementing the measures included in the adopted CAP, which includes the types of physical improvements that would result from the proposed CAP. The FEIR also identified the mitigation measures listed above to reduce the significant air quality impacts of adopted CAP implementation. The City would continue to implement these FEIR mitigation measures, which would also reduce the potential impacts of the proposed CAP. As a result, the proposed CAP would not result in any new significant air quality impacts, or a substantial increase in the severity of the significant air quality impacts previously identified in the FEIR.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to air quality have been identified during the preparation of this addendum.

GREENHOUSE GAS EMISSIONS

Since the FEIR was certified was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that would Generate GHG emissions, either directly or indirectly, that may have a cumulatively significant impact on the environment or 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?

YES ☐ NO ☑

Implementation of the proposed CAP would result in physical changes to the environment that would have an impact on greenhouse gas emissions. Several of the strategies, measures, and actions identified in the proposed CAP promote construction of new facilities or retrofitting of existing facilities that would generate construction-related greenhouse gas

emissions. Some examples of activities that would generate construction-related emissions include retrofitting of existing buildings and developments to transition away from natural gas energy generation to renewable energy generation (e.g., Measures 1.1, 1.2, 1.3, and 2.1), installation of electric vehicle charging stations (e.g., Measures 2.2. and 2.3), installation of pedestrian and cycling facilities (Measure 3.1), implementation activities related to urban tree planting and other heat-island reducing efforts (e.g., installation of cool roofs and innovative cool pavement technologies) (e.g., Measures 3.1, 5.2, and 5.3), and restoration of salt marshland and other wetland/upland ecosystems (e.g., Measure 5.1). The proposed CAP also supports measures that could have an impact on long-term air emissions such as solid waste management programs that divert or change the waste stream (e.g., Measures 4.1, 4.2, 4.3, and 4.4). These programs could result in ongoing generation of greenhouse gas emissions from operational equipment.

The FEIR for the 2015 CAP analyzed impacts to greenhouse gas emissions (San Diego CAP FEIR: 3.D-1 to 3.D-20) resulting from the adopted CAP, including from the same types of elements described above that could be implemented under the proposed CAP. The FEIR concluded that impacts on greenhouse gas emissions would be less than significant because 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 California Air Resources Board's (CARB) AB 32 Scoping Plan 32; rather, the CAP is consistent with and would implement locally several of the GHG reduction measures contained in the CARB Scoping Plan. 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.

The FEIR analyzed greenhouse gas emissions impacts from implementing the measures included in the adopted CAP, which includes the types of physical improvements that would result from the proposed CAP and did not identify any impacts relating to greenhouse gas emissions that would require mitigation. Because the proposed CAP would not implement substantially new or different measures and actions as those identified in the adopted CAP, the proposed CAP would not result in any new significant greenhouse gas emissions impacts previously identified in the FEIR.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to greenhouse gas emissions have been identified during the preparation of this addendum.

HISTORICAL RESOURCES

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that would 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?

YES ☐ NO ☑

Implementation of the proposed CAP would result in physical changes to the environment that could have an impact on historical resources. Actions related to building retrofits to support the strategies CAP could have an impact on historical resources if they would be implemented in historical buildings. For example, installation of rooftop solar photovoltaic arrays or renewable energy infrastructure at the building scale could alter the appearance or structure of historical buildings such that they do not convey historical significance in the same way as they do currently (e.g., Measures 1.1, 1.3, and 2.1). Additionally, any ground-disturbing activities in previously undeveloped areas such as development of mixed-use development on vacant or underutilized lots or other infill development (e.g., Measure 3.5), development of connecting pedestrian paths in undisturbed areas (e.g., Measure 3.1), or development of any large-scale renewable energy project that supports CAP activities that achieve identified targets to replace natural gas or transition to renewable energy generation (e.g. Measures 1.1, 1.3, and 2.1) could result in demolition or alteration of known historical resources or accidental damage or demolition to unknown cultural or historical resources.

The FEIR for the 2015 CAP analyzed impacts to historical resources (San Diego CAP FEIR: 3.E-1 to E-16) resulting from the adopted CAP, including from the same types of elements described above that could be implemented under the proposed CAP. The FEIR concluded that there would be a significant impact on historical resources—and that while such impacts would be reduced through implementation of Mitigation Measure HIST-1, which identifies a Mitigation Framework for all discretionary projects under review by the City—that impacts related to prehistoric or historic buildings, structures, or objects would remain significant and unavoidable even with mitigation. However, because the types of activities that could affect historic resources with implementation of the proposed CAP would be similar to those considered under the adopted CAP, there are no new or different impacts that would stem from implementation of the proposed CAP.

The FEIR analyzed impacts to historical resources from implementing the measures included in the adopted CAP, which includes the same types of ground-disturbing activities associated with physical improvements that would result from the proposed CAP. The FEIR also identified the mitigation measure listed above to reduce the significant impacts to historical and cultural resources from adopted CAP implementation. The City would continue to implement this FEIR mitigation measure, which would also reduce the potential impacts of the proposed CAP. As a result, the proposed CAP would not result in any new significant impacts to cultural and historical resources, or a substantial increase in the severity of the significant impacts previously identified in the FEIR.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to cultural and historical resources have been identified during the preparation of this addendum.

TRANSPORTATION AND CIRCULATION

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken, or new information of substantial importance that cause effects to transportation/traffic including: result in a substantial impact upon existing or planned transportation systems; create substantial alterations to present circulation

movements including effects on existing public access points and/or resulting from anticipated changes in transportation modes; or conflict with the adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycle racks, etc.)?

YES ☐ NO ☑

Implementation of the proposed CAP would result in physical changes to the environment that would have an impact on transportation and circulation. Several of the strategies, measures, and actions identified in the proposed CAP promote development or redevelopment that would alter existing roadways and traffic circulation patterns and would lead to changes in circulation and infrastructure for bicycle and pedestrian mobility modes.

Short-term construction activities for development of facilities under the proposed CAP would lead to minor, temporary disruptions to traffic circulation patterns during the period of construction. Projects that would require construction include retrofitting of existing buildings and developments to transition away from natural gas energy generation to renewable energy generation (e.g., Measures 1.1, 1.2, 1.3, and 2.1), installation of electric vehicle charging stations (e.g., Measures 2.2. and 2.3), installation of pedestrian and cycling routes and associated infrastructure improvements (Measure 3.1), installation of roundabouts (e.g., Measure 3.4), implementation activities related to urban tree planting and other heat-island reducing efforts (e.g., installation of cool roofs and innovative cool pavement technologies) (e.g., Measures 3.1, 5.2, and 5.3), and restoration of salt marshland and other wetland/upland ecosystems (e.g., Measure 5.1). Long-term traffic circulation effects could result from actions aimed at diverting and eliminating solid waste; for example, generation of more compostable materials and demand for compost products (e.g., Measures 4.3 and 4.4) could lead to a need for more haul trucks to transport these materials. Other long-term traffic circulation impacts associated with the proposed CAP could result from actions that increase transit use and reduce commuting and traffic congestion. Actions such as increasing the number of traffic circles (e.g., Measure 3.4), supporting telecommuting by providing residents with reliable public Wi-Fi and mobile hotspots (e.g., Measure 3.3), and incentivizing people to use transit (e.g., Measure 3.2) would lead to reduced traffic congestion.

Changes to circulation patterns for pedestrian and cycling mobility modes would result from implementation of new pedestrian and cycling routes, as well as enhancement of existing infrastructure (e.g., protecting existing bikeways). Actions identified in the CAP such as increasing the safety of school routes and implementing and expanding the City's Bicycle Master Plan would likely produce a shift to these mobility modes, thereby increasing the number of pedestrians and cyclists using this infrastructure and other facilities. Moreover, expansion of the City's Bicycle Master Plan would lead to changes to bicycle circulation within the Bicycle Master Plan area.

The FEIR for the 2015 CAP analyzed impacts to transportation and circulation (San Diego CAP FEIR: 3.F-1 to 3.F-18) resulting from the adopted CAP, including from the same types of elements described above that could be implemented under the proposed CAP. The FEIR concluded there would be a less than significant impact on existing and planned transportation systems because traffic disruptions related to construction would be limited

and/or temporary and would not substantially alter existing or planned transportation systems. Other measures that would have long-term impacts would either be limited (e.g., new trips related to diversion of solid waste or expanded facilities would be so few as to be imperceptible relative to overall traffic) or would be beneficial (the implementation of roundabouts and changes to traffic signal timing tend to improve traffic flow). Because the proposed CAP includes measures that would be the same or similar to the adopted CAP, by continuing or expanding actions related to transportation systems, there are no new or different impacts related to existing or planned transportation systems.

The FEIR found that while 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. Except for projects such as major infill development and redevelopment and the construction of major renewable energy facilities, the construction-related effects of the adopted CAP actions on circulation movements were not found to be substantial.

The FEIR identified significant and unavoidable impacts to circulation patterns related to the implementation of roundabouts, and from construction of large-scale renewable energy facilities. The FEIR includes Mitigation Measure TR-1, that requires the City to monitor, and if necessary, provide an adaptive management program for the Roundabouts Master Plan. However, this measure only monitors implementation of the Roundabouts Master Plan, and does 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. Regarding large-scale renewable energy facilities, none are proposed as a part of the adopted or proposed CAPs, 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 FEIR analyzed transportation and circulation impacts from implementing the measures included in the adopted CAP, which includes the same or similar types of measures and actions that would result from the proposed CAP. The FEIR also identified the mitigation measure listed above to reduce the significant transportation-related impacts of adopted CAP implementation. The City would continue to implement this FEIR mitigation measure, which would also reduce the potential impacts of the proposed CAP. As a result, the proposed CAP would not result in any new significant transportation and circulation impacts, or a substantial increase in the severity of the significant transportation and circulation impacts previously identified in the FEIR.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to traffic and circulation have been identified during the preparation of this addendum.

UTILITIES

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken, or new information of substantial importance that would result in a need for new utility systems, or require substantial alterations to existing infrastructure?

YES ☐ NO ☑

Implementation of the proposed CAP would result in physical changes to the environment that would have an impact on utilities and service systems. Several of the strategies, measures, and actions identified in the proposed CAP could result in profound changes to existing utility infrastructure. Measures that promote the transition to renewable energy (e.g., Measures 1.1, 1.2, 1.3, and 2.1) or that would increase demand for renewable energy (e.g., Measures 2.2 and 2.3) would require installation of small- and large-scale renewable energy generation, transmission, and storage systems. These measures would also render much or most of the existing natural gas infrastructure obsolete, necessitating its removal or safely condemning it. Construction of new transportation infrastructure such as installation of roundabouts (Measure 3.4), and installation of pedestrian and cycling infrastructure (Measure 3.1), could result in replacement or relocation of existing infrastructure. Measures focused on changes to the waste stream (e.g., Measures 4.1, 4.2, 4.3, and 4.4) could require new or reconfigured waste facilities, which could then require new or reconfigured communications systems, natural gas, water, sewer, and solid waste systems.

The FEIR for the 2015 CAP analyzed impacts to utilities and service systems (San Diego CAP FEIR: 3.G-1 to 3.G-20) resulting from the adopted CAP, including from the same types of elements described above that could be implemented under the proposed CAP. The FEIR concluded that there could be myriad modifications or expansion of utility infrastructure to implement the measures of the adopted CAP, which, as discussed, are similar to the types of measures of the proposed CAP. The FEIR found that while the adopted CAP contains no specific plans for developing such facilities, and only anticipates that they may be developed in the future, impacts from such facilities would be site- and project-specific. For example, a large-scale renewable energy generation facility could be proposed for a site already adequately served with electrical transmission lines, water, sewer, communications, and stormwater systems, and so would not have a significant impact on utility systems; while another proposed facility may not be so well served and may therefore require the expansion or extension of utility systems. 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. The FEIR identified that future environmental analysis would be required for specific public utilities projects necessary to implement the adopted CAP, and 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 for the purposes of this FEIR, impacts of the adopted CAP on utility systems were found to be less than significant. As such, because projects that may require modification to or expansion of utility systems under the proposed CAP would be similar to those considered under the adopted CAP, there are no new or different impacts that would stem from development of these facilities, and projects implemented under the

proposed CAP would continue to be subject to environmental review by the City at the project-level.

The FEIR analyzed impacts on utility and service systems from implementing the measures included in the adopted CAP, which includes the similar types of physical improvements and potential changes to utility and service systems that would be implemented under the proposed CAP and did not identify any impacts relating to utilities that would require mitigation. Because the proposed CAP would not implement substantially new or different measures and actions as those identified in the adopted CAP, the proposed CAP would not result in any new significant impacts on utility and service systems.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to utilities and service systems have been identified during the preparation of this addendum.

WATER SUPPLY

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken, or new information of substantial importance that would result in the use of excessive amounts of water?

YES ☐ NO ☑

Implementation of the proposed CAP would result in development projects that have the potential to consume excessive amount of water. The development of large-scale renewable energy resources such as wind farms and solar photovoltaic farms to achieve 100 percent renewable energy use and decarbonize the urban environment (e.g., Measures 1.1, 1.2, 1.3, and 2.1) would have the potential to consume large amounts of water both for construction and operation. Small-scale renewable projects would also pose the potential to consume water, albeit in smaller quantities. Other actions that would consume water resources include urban tree planting for pedestrian rights-of-way (Measures 3.1 and 5.2) as well as for carbon sequestration (Measure 5.2), which would require irrigation, and implementation of urban agriculture programs (Measure 4.3).

The FEIR for the 2015 CAP analyzed impacts relating to water consumption (San Diego CAP FEIR: 3.H-1 to 3.H-14) resulting from the adopted CAP, including impacts that could result from the same types of elements described above that would be implemented under the proposed CAP. The City's Urban Water Management Plan (PureWater) contains information pertinent to planning and securing adequate water supplies to serve the City of San Diego. The PureWater program also articulates 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 construction projects related to the adopted CAP were identified in the FEIR, some actions in the adopted CAP were also found to have a beneficial effect by supporting the City's existing water conservation efforts.

While the FEIR found that installation of small-scale facilities, such as rooftop photovoltaic panels, would have minimal impacts on existing water supplies, the FEIR concluded that large-scale renewable energy projects, such as solar and wind farms, could involve new, large or extensive facilities 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. Nevertheless, the FEIR identifies mitigation (Mitigation Measure WS-a) that requires large-scale renewable facilities 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.

The FEIR analyzed water consumption impacts from implementing the measures included in the adopted CAP, which includes the same or similar types of physical improvements that would result from the proposed CAP, such as urban tree irrigation and urban farming. The FEIR also identified the mitigation measure identified above to reduce the significant water consumption impacts of adopted CAP implementation. The City would continue to implement this FEIR mitigation measure, which would also reduce the potential impacts of the proposed CAP. As a result, the proposed CAP would not result in any new significant water consumption impacts, or a substantial increase in the severity of the significant water consumption impacts previously identified in the FEIR.

Therefore, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to greenhouse gas emissions have been identified during the preparation of this addendum.

EFFECTS FOUND NOT TO BE SIGNIFICANT

The FEIR for the adopted CAP concluded that there would be no significant or potentially significant impacts to the following resource areas: Agricultural Resources, Biological Resources, Geologic Resources, Health and Safety (including wildfire)/Hazardous Materials, Hydrology/Water Quality, Mineral Resources, Noise, Paleontological Resources, and Public Services and Facilities. These resources are discussed below.

AGRICULTURAL RESOURCES

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that cause one or more effects to agriculture or forestry resources including: conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use; conflicts with existing zoning for agricultural use or Williamson Act contract conversion of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); or involvement of other changes to the existing environment, due to their location or nature, that could result in conversion of farmland or forest land to other uses?

YES ☐ NO ☑

The FEIR found that the measures identified in the adopted CAP had the potential to encourage or facilitate the development of large-scale renewable energy systems and associated infrastructure; similar targets and measures are identified in the proposed CAP that would also encourage the development of such facilities (e.g., Measures 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3). The FEIR found that because these types of facilities would be located in areas zoned for such uses such as in industrial areas, industrial brownfields sites, and near existing utility infrastructure, no substantial loss of agricultural lands would be expected either within or outside of City limits since these facilities would not be located on any lands designated for agricultural use. In the event that these types of facilities would be located outside of City limits to support energy demand for the city of San Diego, impacts relating to agricultural and timberland resources would be resolved by the local agency with jurisdiction for those areas. Moreover, the FEIR anticipated that the loss or conversion of farmlands or timberlands would be considered in the planning and environmental review process for proposed large-scale renewable energy facilities at the project level.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of physical elements as the adopted CAP, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to agricultural resources have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on agricultural resources as those previously identified in the FEIR.

BIOLOGICAL RESOURCES

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that cause one or more effects to biological resources including: adverse effects on any sensitive natural community (including riparian habitat) or 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); adverse effects to federally protected wetlands as defined by Section 404 of the Clean Water Act; interference with the movement of any native resident or migratory fish or wildlife species or with wildlife corridors, or impeding the use of native wildlife nursery sites; and/or conflicts with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional or State habitat conservation plan, policies or ordinances?

YES ☐ NO ☑

The FEIR concluded that while the adopted CAP did not propose to construct any specific renewable energy infrastructure projects, implementation could result in development of small- and large-scale renewable energy systems. The FEIR concluded that small-scale renewable energy projects such as rooftop solar photovoltaic would result in minimal environmental impacts to biological resources because of their limited footprint and location within existing disturbed areas. The FEIR, however, did find that there is the potential for development of large-scale renewable energy facilities in undeveloped or sensitive areas,

either within or outside City limits that could have an impact on biological resources including sensitive natural communities, special status species and their habitats, wetlands, or migratory fish and wildlife.

The FEIR showed that within the City of San Diego, large-scale renewable energy facilities would be subject to the restrictions and requirements of the Multiple Species Conservation Plan (MSCP) Subarea Plan, Environmentally Sensitive Lands (ESL) ordinance, and the Biology Guidelines, and that such projects would be required to comply with the MSCP Land Use Adjacency Guidelines, which require all projects to ensure that site drainage is not directed into MSCP lands, measures are incorporated to reduce potential for chemicals to enter the MHPA lands, lighting is directed away from Multi-Habitat Planning Area (MHPA) lands and buffered by landscaping where possible, noises are minimized and excessive noise during the breeding season is curtailed, and barriers are constructed along new development to protect MHPA lands from the public. The FEIR found that all renewable energy projects would be subject to the ESL Ordinance, Section 143.01 of the Land Development Code, which would reduce impacts to these areas. Therefore, the FEIR concluded that conflicts or inconsistencies with these plans are not expected to occur within the City and are not expected to have a substantial adverse impact on any species identified as a candidate, sensitive or special status species. The FEIR also determined that there would not be potentially significant impact to Tier I, Tier II, Tier IIIA and Tier IIIB habitats, or other identified sensitive natural communities because implementation of the adopted CAP as a component of a specific project would be subject to policies included in the General Plan's Conservation Element, as well as other local, state and federal regulations regarding sensitive habitats.

The FEIR also discussed that outside of the City limits, development of large-scale renewable energy facilities may occur on private or public lands, and that such developments could be proposed for locations within the boundaries of adopted habitat conservation plans or other environmental plans. The FEIR found that 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. The FEIR therefore concluded that conflicts either would not occur or would be resolved by the local agency. In either case, it was anticipated that any impacts on sensitive biological resources would be identified and mitigated through the planning process for proposed facilities and therefore would not have a substantial adverse impact on any species identified as a candidate, sensitive or special status species; or Tier I, Tier II, Tier IIIA and Tier IIIB habitats, or other identified sensitive natural communities.

The FEIR concluded that most of the adopted CAP actions do not have the potential to result in adverse impacts to sensitive species and their habitats, and that where such potential does exist, projects undertaken pursuant to actions under the adopted CAP would be required to adhere to existing policies and regulations and would also be subject to further environmental review, and that therefore, at the program level, the adopted CAP would not have a significant effect on listed species, sensitive species, or sensitive natural habitats including wetlands.

Similar types of development would be encouraged by proposed CAP measures that promote the use of renewable energy and therefore could result in the development of renewable energy facilities (e.g., Measures 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3). Additionally, the proposed CAP

includes a new target under Measure 5.1, that would restore 693 acres of salt marsh land by 2035. Actions under this measure would focus on urban canyons, wetlands, and upland areas for protection and restoration. Restoration activities specifically could have the same types of effects on biological resources including sensitive natural communities, special status species and their habitats, wetlands, or migratory fish and wildlife as large-scale renewable energy facilities albeit to a lesser degree and on a shorter temporal scale. Such effects would be temporary during construction and would be protected by the same types of protections identified for development under the adopted CAP. Additionally, long-term effects on biological resources with implementation of Measure 5.1 would be beneficial because sensitive natural habitats would be protected or restored.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of physical developments as the adopted CAP, and because restoration activities would be subject to the same protections regarding biological resources as other development projects under the adopted CAP, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to biological resources have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on biological resources as those previously identified in the FEIR.

GEOLOGIC CONDITIONS

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken and new information of substantial importance that result in one or more effects from geology and soils including: exposure of people or structures to potential substantial adverse effects, including exposing people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards; increase in wind or water erosion of soils, either on or off the site; or produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

YES ☐ NO ☑

The FEIR found that the measures identified in the adopted CAP had the potential to encourage or facilitate the development of new infrastructure that could be exposed to geologic hazards, including for example energy infrastructure, traffic roundabouts, and pedestrian and cycling facilities; similar measures and actions are identified in the proposed CAP that would also encourage the development of the same types of facilities (e.g., Measures 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3). The FEIR found that because these types of facilities would be required to adhere to the California Building Code, the City's grading ordinance, and other local geologic hazard regulations; and would be required to implement best management practices related to stormwater runoff, any impacts from geologic hazards would be reduced to less than significant levels.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of physical elements as the adopted CAP, no

substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to geological conditions have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on geological conditions as those previously identified in the FEIR.

HEALTH AND SAFETY AND HAZARDOUS MATERIALS

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that result in one or more effects from hazards and hazardous materials including: exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; exposing people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses; production of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 creating a hazard to the public or the environment; creating a safety hazard for people residing or working in a designated airport influence area or 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; or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

YES ☐ NO ☑

The FEIR for the adopted CAP identified several potential mechanisms for exposure to hazards or hazardous materials.

The FEIR for the proposed CAP discusses the impact of the development of large- scale renewable energy systems on wildland fire hazards. It found that 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. It also found that while development outside of the City limits could be sited near areas with exposure to wildland fires, that such developments would fall under the local lead agency's jurisdiction to ensure that no significant wildland fire hazard impacts would occur. Therefore, overall impacts related to wildland fire were determined to be less than significant. Because the proposed CAP supports measures and actions that could also lead to the development of large-scale renewable energy facilities, this impact would be the same as what was previously determined under the FEIR and is therefore less than significant.

The CAP PEIR concluded that implementation of the CAP would not increase exposure of the population to hazardous waste or hazardous waste sites because any development under the adopted CAP would be required to comply with federal and state regulations pertaining to hazardous wastes and hazardous waste sites, which would minimize associated risks and result in a less than significant impact. Similarly, development under the proposed CAP

would also be subject to federal and state regulations pertaining to hazardous waste and hazardous waste sites and therefore this impact would also be less than significant for the proposed CAP.

The FEIR for the adopted CAP found that 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, and therefore the adopted CAP would not interfere with the City's Emergency Operations Plan. The FEIR found therefore that implementation of the adopted CAP would not physically interfere with an adopted emergency response plan or emergency evacuation plan, and the impact would be less than significant. Because the proposed CAP would result in the same or similar transportation infrastructure improvements such as roundabouts (e.g., Measure 3.4) and protected pedestrian and bicycle paths (e.g., Measure 3.1), and because these improvements would also be required to prepare and adhere to a Traffic Control Plan, this impact would also be less than significant.

The FEIR found that implementation of adopted CAP actions would not change or alter compatibility with or proximity to a public airport because 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. The FEIR concluded that 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. Because the proposed CAP included the same or similar measures and actions as the adopted CAP, and because development under the proposed CAP would also have to be compatible with the applicable ALUCP, and any applicable Federal Aviation Administration (FAA) regulations, this impact would also be less than significant for the proposed CAP.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of physical elements as the adopted CAP, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to health and safety and hazardous materials have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on health and safety and hazardous materials as those previously identified in the FEIR.

HYDROLOGY AND WATER QUALITY

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that cause one or more effects to hydrology and water quality including: result in a substantial increase in impervious surfaces and associated runoff or result in a substantial alteration to on-and off-site drainage patterns due to changes in runoff flow rates or volumes?

YES ☐ NO ☑

The FEIR found that the adopted CAP includes measures and actions which promote new, retrofitted, and/or extended renewable energy and transportation infrastructure. The FEIR found that these relevant adopted CAP actions could result in both short-term construction and long-term operational impacts that could potentially affect hydrology and water quality resources, including by adding impervious surface area or by redirecting overland surface runoff, but that because water resources are protected by numerous federal, state and local jurisdictional laws, regulations, plans and ordinances, compliance with them through conditions of required City permits and the City's Stormwater Standards would result less than significant impacts to hydrology and water quality for the adopted CAP. Because the proposed CAP would implement measures and actions that support the same or similar types of development as the adopted CAP, development under the proposed CAP would similarly be required to comply with all applicable federal, state, and local laws, regulations, plans, and ordinances, including the City's Stormwater Standards, which would be applied through City permits, and therefore impacts stemming from implementation of the proposed CAP would be the same as the adopted CAP.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of physical elements as the adopted CAP, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to hydrology and water quality have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on hydrology and water quality as those previously identified in the FEIR.

MINERAL RESOURCES

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that cause one or more effects to mineral resources including: 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)?

YES ☐ NO ☑

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. The FEIR found that implementation of the adopted 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, and those actions that involve development of undeveloped sites for implementation of large-scale renewable energy facilities would have to be consistent with the General Plan and associated policies and plans, including those related to mineral resources in the Conservation Element. For these reasons, the FEIR concluded that the adopted CAP would not result in the loss of availability of a known mineral resource of value to the region and

the state, and the impact would be less than significant. Implementation of the proposed CAP would result in development of the same or similar types of facilities as the adopted CAP. Large-scale renewable energy development under the proposed CAP would, like the adopted CAP, need be consistent with the General Plan and associated policies and plans, including those related to mineral resources in the Conservation Element.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of physical elements as the adopted CAP, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to mineral resources have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on mineral resources as those previously identified in the FEIR.

NOISE

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that result in one or more noise impacts including: result in or create a significant increase in the existing ambient noise levels; expose people to noise levels which exceed the City's adopted noise ordinance or be incompatible with the City's Table K-4; 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; or result in land uses which are not compatible with aircraft noise levels as defined by an adopted airport Comprehensive Land Use Plan (CLUP)?

YES ☐ NO ☑

The FEIR found that implementation of the adopted 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, and other local agency polices and regulations pertaining to noise at any development site. The FEIR also found that for workers that could potentially be exposed to airport noise, compliance with Occupational Safety and Health Administration (OSHA) standards for worker safety would minimize exposure to excessive noise levels. Therefore, implementation of most actions included in the CAP would not create a permanent increase in ambient noise levels or produce a new permanent source of noise, and construction-related noise impacts would be reduced through enforcement of applicable City or other local agency noise policies and the impact would be less than significant. Because the proposed CAP would result in the same or similar types of development as the adopted CAP, implementation of most actions in the proposed CAP would also not create a permanent increase in ambient noise levels or produce a new permanent source of noise, and construction-related noise impacts from implementation of the proposed CAP would also be reduced through enforcement of applicable City or other local agency noise policies. Additionally, workers implementing any of development project resulting from implementation of the proposed CAP would be protected through compliance with Occupational Safety and Health Administration (OSHA) standards for worker safety, which would minimize exposure to excessive noise levels.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of development as the adopted CAP, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to noise have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant noise impacts as those previously identified in the FEIR.

PALEONTOLOGICAL RESOURCES

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that result in one or more noise impacts including: requiring over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit or requiring over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

YES ☐ NO ☑

The FEIR found that while the adopted CAP does not propose to construct any site-specific renewable energy infrastructure projects, it could encourage the development of large-scale renewable energy systems either within or outside the City's limits. It determined that 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, and consequently concluded that this would be a less-than-significant impact. The proposed CAP includes measures and actions that would similarly promote the development of large-scale energy projects and like the adopted CAP, 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.

Because the proposed CAP contains the same types of measures and actions as the adopted CAP that could lead to the development of large-scale renewable energy facilities, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to paleontological resources have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on paleontological resources as those previously identified in the FEIR.

PUBLIC SERVICES AND FACILITIES

Since the FEIR was certified, are there any changes in the project, changes in circumstances under which the project is undertaken or new information of substantial importance that could have an effect on, 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?

YES ☐ NO ☑

The FEIR for the adopted CAP found that 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. The FEIR also found that 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. Consequently, the FEIR concluded that there would be no impact related to governmental services or facilities for police and fire protection or on schools, libraries, or park facilities.

Because the proposed CAP contains the same or similar targets, measures, and actions that would promote the same or similar types of development as the adopted CAP, no substantial changes in circumstances under which the project is being undertaken, or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the FEIR was certified as complete, related to public facilities and services have been identified during the preparation of this addendum. As a result, the proposed CAP would not result in any new or more significant impacts on public services and facilities as those previously identified in the FEIR.

VI. MITIGATION, MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT:

The following mitigation measures were adopted with the FEIR and would continue to remain applicable if the proposed CAP was adopted.

- Mitigation Measure LU-1: Siting of large-scale renewable energy projects.
- Mitigation Measure AIR-1: Best available control measures for construction emissions
- Mitigation Measure AIR-2: Reduce emissions from expanded recycling and organics collection programs
- Mitigation Measure HIST-1: Archaeological Resources
- 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.
- Mitigation Measure WS-1: Water Supply Assessment

The FEIR concluded that even with the application of the above-identified mitigation measures, implementation of the adopted CAP would result in significant and unavoidable impacts on Visual Effects and Neighborhood Character, Air Quality, Historic Resources, and Transportation and Circulation, and that no additional mitigation measures are guaranteed to reduce or eliminate the impacts. This conclusion would not change with implementation of the proposed CAP.

VII. UNAVOIDABLE SIGNIFICANT IMPACTS:

There are no new significant impacts, nor substantial increases in the severity of previously identified significant impacts for the proposed CAP. However, the FEIR for the adopted CAP identified unavoidable significant impacts relating to Visual Effects and Neighborhood Character, Air Quality, Historic Resources, and Transportation and Circulation. Because there were unavoidable significant impacts associated with the original project, its approval required the decisionmakers to make specific and substantiated CE0QA Findings which stated that: a) specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the FEIR, and b) each of the significant unmitigated impacts have been found acceptable because of specific overriding considerations. No new CEQA Findings are required with this project.

INSERT DATE HERE

Rebecca Malone, AICP Date of Final Report
Program Manager
Planning Department

ANALYST:

The Addendum to Environmental Impact Report No. 104495/SCH No. 2015021053 was posted on the City of San Diego's California Environmental Quality Act webpage on INSERT DATE HERE at https://www.sandiego.gov/ceqa/final.

Copies of the addendum, the Final PEIR, the Mitigation, Monitoring and Reporting Program, and any technical appendices may be reviewed in the office of the Planning Department or purchased for the cost of reproduction.