

City of San Mateo Climate Action Plan
Draft Addendum No. 2 to the
General Plan Update Final Environmental Impact Report
City of San Mateo

Prepared for:

City of San Mateo

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1. Introduction

1.1 PURPOSE AND SCOPE

This document is an Addendum to the General Plan Update Final Environmental Impact Report (General Plan EIR), State Clearinghouse (SCH) No. 2009032099, certified on April 18, 2011. The project analyzed in the General Plan EIR, and adopted by the City of San Mateo (City), was the City of San Mateo Vision 2030 General Plan (2030 General Plan), which included the 2007 Sustainable Initiative Plan, 2009 Climate Action Plan for Operations & Facilities, and the 2010 Greenhouse Gas Emissions Reduction Program.

The California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq. and the State CEQA Guidelines (California Code of Regulations Sections 15000 et. seq.), recognize that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

In January of 2015, the City completed the City of San Mateo Climate Action Plan (2015 Climate Action Plan), which served as the first Amendment to the 2030 General Plan. Subsequently, the City also completed the first Addendum to the General Plan EIR that demonstrated the 2015 Climate Action Plan did not result in a new impact or a substantial increase in magnitude of impacts evaluated in the General Plan EIR. Together, the 2030 General Plan with 2015 Climate Action Plan, the first Amendment to the Land Use, Urban Design, Housing, and Circulation Elements of the General Plan, and the General Plan EIR with the first Addendum are considered the “Approved Project” and the “Certified EIR,” respectively.

The City now proposes an update to the 2015 Climate Action Plan and specific elements of the 2030 General Plan, which would modify the Approved Project. The purpose of this second Addendum to the Certified EIR, herein referred to as “Addendum No. 2,” is to analyze the impacts of the proposed 2020 Climate Action Plan and minor updates to the Land Use, Circulation, and Housing Elements, herein referred to as the “Modified Project,” as required pursuant to the provisions of CEQA and the CEQA Guidelines. A detailed description of the Approved Project and the Modified Project is provided in Chapter 2, Project Description, of this document.

This Addendum No. 2 addresses the potential for changes to the anticipated environmental impacts analyzed in the Certified EIR. Pursuant to the provisions of CEQA and the CEQA Guidelines, the City of San

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Mateo is the lead agency charged with the responsibility of deciding whether or not to approve the proposed action.

1.2 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA Section 21166 and CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
 - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in CEQA Guidelines Section 15162¹ are present, the lead agency must determine whether to prepare an Addendum or whether no further CEQA documentation is required (CEQA Guidelines Section 15162[b]). An Addendum is appropriate where some minor technical changes or

¹ See also Section 15163 of the State CEQA Guidelines, which applies the requirements of Section 15162 to supplemental EIRs.

additions to the previously Certified EIR are necessary, but there are not any new or substantially more severe significant impacts (CEQA Guidelines Section 15164).

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Certified EIR is the appropriate environmental clearance for the Modified Project. This Addendum reviews the changes proposed by the Modified Project and examines whether, as a result of any changes or new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of CEQA Section 21166 and CEQA Guidelines Section 15162 and their applicability to the Modified Project. This Addendum No. 2 does not reevaluate impacts that have already been addressed and/or mitigated by the Certified EIR. Impacts that would remain the same or would not increase the level of severity with implementation of the proposed modifications to the project are assumed to be fully analyzed by and consistent with the Certified EIR and are not analyzed in this Addendum.

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2. Project Description

2.1 REGIONAL LOCATION

The city of San Mateo is located 15 miles south of the city and county of San Francisco, located on the shores of the San Francisco Bay in eastern San Mateo County. State Routes 92 and 82 and Interstate Highways 101 and 280 connect San Mateo to adjacent cities of Belmont, Burlingame, Foster City, and Hillsborough, as well as other major cities in the Bay Area.

The city is set between two dominant physical features: San Francisco Bay and the ridge of hills along the western border. San Mateo Creek forms the northern boundary of the City with Hillsborough, and Laurel Creek runs along the southern city boundary with Belmont. Much of the historic native vegetation in the area has been converted to urban and suburban uses, including parks and some open space on Sugarloaf Mountain. The city is largely built out with opportunities only for infill housing and commercial development. The existing land use pattern is a mix of residential neighborhoods and commercial centers, combined with parks and open spaces both in the hill areas and along the baylands. The city is crossed by US 101 and State Route (SR) 92. The Caltrain rail line between San Francisco and Gilroy passes through the city.

2.2 STUDY AREA

The study area for the Approved Project and Certified EIR includes the incorporated city, the Planning Area, and the City's Sphere of Influence (SOI). The Planning Area covers roughly 10,048 acres of land (about 15.7 square miles) in eastern San Mateo County. The Planning Area boundary for the Approved Project and Certified EIR is congruent with the City's SOI, which includes all lands within the incorporated city limits, 3.2 square miles of bay waters, and 2.2 square miles of unincorporated lands.

2.3 REGULATORY SETTING

There are several regulatory documents intended to address the environmental effects of climate change through reductions in greenhouse gas (GHG) emissions that guided the preparation of the 2015 Climate Action Plan and the proposed 2020 Climate Action Plan (Modified Project). The proposed Modified Project was prepared to be consistent with all of the GHG regulatory provisions, which include the following:

- Executive Order S-3-05 (2005)

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- Assembly Bill 32, the California Climate Solutions Act of 2006
- Assembly Bill 1493, automobile CO₂ reduction requirements (introduced 2002)
- Senate Bill 97, modification to the Public Resources Code (2007)
- Senate Bill 375, California's regional transportation and land use planning efforts (2008)
- Senate Bill 1368, emissions performance standards (2008)
- Senate Bill 32, 2030 GHG emissions limit (2016)
- Climate Change Scoping Plan (2017)
- CEQA Guidelines Amendments concerning GHG emissions (2010)
- Executive Order B-30-15, adapt to changing climate conditions (2015)
- Executive Order B-55-18, carbon neutrality (no net GHG emissions) by 2045 (2018)
- BAAQMD development of GHG significance thresholds (currently being updated)

Like the 2015 Climate Action Plan, the Modified Project was designed to meet the requirements of the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and the corresponding criteria for a Qualified GHG emissions reduction program as defined by the BAAQMD. A Qualified GHG emissions reduction program adopted by a local jurisdiction should include the elements below, as described in CEQA Guidelines Section 15183.5. The BAAQMD's revised CEQA Guidelines provide the methodology to determine whether a GHG gas reduction program meets these requirements.

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

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2.4 BACKGROUND

2.4.1 Planning Process Leading to Approved Project

The Approved Project process started in December 2007 when the City approved the Sustainable Initiative Plan developed for the City Council by the Sustainability Advisory Committee. The 2007 Sustainable Initiative Plan contained a number of policy recommendations as well as a GHG emissions target reduction goal. In January 2009, the City adopted the Climate Action Plan for Operations & Facilities (2009 CAP for Operations & Facilities), which had the goal to reduce GHG emissions associated with municipal activities each year State emissions targets helped inform the GHG reduction goals in these earlier plans, as defined by Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, and Governor's Order S-03-05.

In June 2010, the Greenhouse Gas Emissions Reduction Program (2010 GHG Emissions Reduction Program) was prepared for the City. The 2010 GHG Emissions Reduction Program was prepared in order to summarize the City of San Mateo's GHG emissions and the actions being taken to reduce those emissions. The 2010 GHG Emissions Reduction Program developed by the City was designed to meet the requirements of the BAAQMD CEQA Guidelines and the corresponding criteria for a "Qualified" GHG emissions reduction program as defined by the BAAQMD described above in Section 2.3, Regulatory Setting.² The analysis contained in the 2010 GHG Emissions Reduction Program demonstrated that the City would meet its 2020 GHG emissions reduction targets, consistent with AB 32 and BAAQMD recommendations. The 2007 Sustainable Initiative Plan, 2009 CAP for Operations & Facilities, and 2010 GHG Emissions Reduction Program were incorporated in their entirety into the Approved Project and were evaluated in the Certified EIR.

In January of 2015, the City completed the 2015 Climate Action Plan and subsequent General Plan Amendment and an Addendum to the Certified EIR. The 2015 Climate Action Plan was a comprehensive strategy to reduce GHG emissions and streamline the environmental review of GHG emissions of future development projects within the city consistent with CEQA Guidelines Section 15183.5(b) and the BAAQMD CEQA Guidelines. The 2015 Climate Action Plan built off of existing strategies integrated into the Approved Project, including the 2007 Sustainable Initiative Plan, the 2009 CAP for Operations & Facilities, and the 2010 GHG Emissions Reduction Program. The 2015 Climate Action Plan identified a strategy, reduction measures, and implementation strategies for the City to use to achieve the State-

² CEQA Guidelines Section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, describes the circumstances for tiering from a qualified greenhouse gas emissions program.

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recommended GHG emissions reduction target of 15 percent below 2005 emissions levels by 2020 and to establish a clear path for future and continued emissions reductions beyond 2020. The 2015 Climate Action Plan also included an implementation program and a framework to monitor and report progress. The CEQA document (Addendum [#1] to the Certified EIR) prepared for the 2015 Climate Action Plan concluded that the 2015 Climate Action Plan would not result in any new impacts or increase the severity of previously identified significant impacts analyzed in the Certified EIR.

2.4.2 Planning Process Leading to Proposed Modified Project

The proposed 2020 Climate Action Plan (Modified Project) process began in 2018 and preserves the structure and format of the 2015 Climate Action Plan while providing updated information, an expanded set of GHG reduction measures, and a longer-term planning horizon (i.e., year 2050). The Modified Project revises the GHG emissions targets of the 2015 Climate Action Plan, which would reduce GHG emissions 15 percent below 2005 emissions levels by 2020. The Modified Project achieves this target, but also aims to reduce emissions to 4.3 MTCO₂e per person by 2030, and to 1.2 MTCO₂e per person by 2050, consistent with state recommendations for local government GHG reduction targets.

2.5 PROPOSED CHANGES TO THE 2020 CLIMATE ACTION PLAN

The Modified Project, as an update to the 2015 Climate Action Plan, serves as an Amendment to the 2030 General Plan, including updates to the Housing, Land Use, and Circulation Elements. It includes updates to the previous GHG emissions inventory to ensure consistency with the State's current guidance and best practices consistent with the General Plan policy direction to update the GHG reduction program every five years. It forecasts projected GHG emissions out to the year 2050, in contrast to the 2030 horizon of the 2015 Climate Action Plan. The Modified Project recommends new GHG emissions reduction measures and modifications to existing measures in the 2015 Climate Action Plan to build on new opportunities, programs, or resources and address areas not covered in the 2015 Climate Action Plan. Like the 2015 Climate Action Plan, the GHG reduction measures are organized into categories. The Modified Project carries forward eight of the categories with minor title changes, and includes one new category, Building Electrification, as follows:

- Building Electrification (BE)
- Renewable Energy (RE)
- Energy Efficiency (EE)
- Municipal Energy Efficiency (ME)
- Clean Transportation Fuels (CF)
- Sustainable Transportation (ST)
- Solid Waste (SW)
- Water and Wastewater (WW)
- Off-Road Equipment (OR)

The measures in the 2015 Climate Action Plan achieved the City's 2020 target of a 15 percent reduction below 2005 GHG emission levels, set the City on a path to a 2030 target of a 35 percent reduction below 2005 GHG emission levels, and did not address progress to a 2050 target of 80 percent below 1990 GHG

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emission levels. By contrast, the Modified Project revises the 2030 target to 4.0 MTCO₂e per person, and the 2050 target to 2.0 MTCO₂e per person. The Modified Project achieves all three of the City's GHG reduction targets.

Since adoption of the 2015 Climate Action Plan the City of San Mateo has successfully decreased GHG emissions by 48,890 metric tons of carbon dioxide equivalent (MTCO₂e) based on the most recent 2017 GHG inventory. Like the 2015 Climate Action Plan, the proposed 2020 Climate Action Plan will reduce GHG emissions for the City of San Mateo through a mix of mandatory and voluntary measures. These measures require, encourage, or incentivize actions that would result in the reduction of GHG emissions in the city, but they do not require or result in actions that would result in physical effects that were not previously considered in the Certified EIR.

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3. Environmental Analysis

As previously described in Section 1.2, Environmental Procedures, this Addendum has been prepared pursuant to CEQA Guidelines Sections 15162 and 15164 to determine whether implementation of the Modified Project would result in any new impacts or increase the severity of significant environmental impacts than previously analyzed in the Certified EIR. This Addendum only considers the extent to which the proposed 2020 Climate Action Plan could result in new or more severe impacts than previously evaluated in the Certified EIR; it does not reevaluate impacts that would remain consistent with the analysis in the Certified EIR.

The Modified Project is a plan-level project, it does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to result in physical impacts on the environment. Any future construction-level projects occurring from implementation of the Modified Project would be subject to applicable federal, state, and/or City regulations and undergo an appropriate level of environmental review as required.

Like the Approved Project, the majority of the proposed 2020 Climate Action Plan measures and associated actions would have no potential to result in additional physical impacts on the environment, as they continue to be limited in scope to public education efforts and hosting outreach events (e.g., distributing informational pamphlets and electronic mail, conducting classes, etc.), administrative actions (e.g., conducting feasibility studies, monitoring progress), encourage participation in existing programs (e.g., Transportation Demand Management and Community Choice Aggregation programs), minor retrofits to existing buildings and infrastructure (e.g., installing rooftop solar panels, electric vehicle charging stations, drought-tolerant landscaping, and bicycle racks), and the incorporation of measures into new development projects that would not increase the building footprint (e.g., prewire for renewable energy systems, electric vehicle charging stations, incorporate pedestrian-friendly streetscapes, implement composting programs).

As previously stated, the Modified Project includes one new GHG emissions reduction category for Building Efficiency. The two measures in this category encourage new construction to be wired for electric-only energy utilities and for existing buildings to convert natural gas utilities to electric. These measures would occur within developed areas or areas already approved for development and would not result in significant environmental effects.

Based on the information provided in this Addendum, implementation of the proposed 2020 Climate Action Plan would not result in any new impacts or increase the severity of previously identified

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significant impacts analyzed in the Certified EIR. The proposed modifications to the Approved Project would not result in a substantial change to the project, so additional environmental review is not necessary.

4. References

2009. *City of San Mateo General Plan EIR Draft Environmental Impact Report*. SCH No. 2009032099.

2010a. *City of San Mateo General Plan EIR Revised Draft Environmental Impact Report*. SCH No. 2009032099.

2010b. *City of San Mateo General Plan Final Environmental Impact Report*. SCH No. 2009032099.

2015. *City of San Mateo Climate Action Plan, April 2015*.

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