

CITY OF SAN MATEO
RESOLUTION NO. ____ (2020)

**APPROVING THE 2020 CLIMATE ACTION PLAN, GENERAL PLAN AMENDMENTS TO REVISE THE CITY OF SAN MATEO LAND USE, CIRCULATION, AND HOUSING ELEMENTS, AND
ADDENDUM NO. 2 TO GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (EIR)**

WHEREAS, General Plan of the City of San Mateo is a document which reflects current policies of the City and which must therefore be changed from time to time to reflect refinements of policy and acknowledge new proposals; and

WHEREAS, in 2007, the State approved Assembly Bill 32 which established a statewide green-house gas (GHG) emissions reduction target of 15% below 2005 levels by 2020; and

WHEREAS, in 2015, the City of San Mateo adopted its first Climate Action Plan (2015 CAP) which provides a comprehensive strategy to reduce community-wide greenhouse gas (GHG) emissions in San Mateo, and identifies measures and implementation strategies to achieve the GHG reduction targets, and streamlines the environmental review of GHG emissions of future development projects in the City of San Mateo; and

WHEREAS, the 2015 CAP demonstrates the City's consistency with AB 32, the California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) in that the CAP identifies reduction measures and implementation strategies the City will use to achieve the State-recommended GHG emissions reduction target and also establishes a clear path for future and continued emissions reductions beyond 2020; and

WHEREAS, the adoption of the 2015 CAP included amendments to the City's General Plan Land Use, Circulation, Housing and Urban Design Elements; and

WHEREAS, the adoption of the 2015 CAP included an Addendum (Addendum No. 1) to the General Plan's Environmental Impact Report (EIR) pursuant to CEQA Guidelines Section 15164 to address the potential for changes to the anticipated environmental impacts analyzed in the adopted Final EIR; and

WHEREAS, in 2016, the State adopted Senate Bill 32 which established a revised statewide GHG emissions reduction target of 40% below 1990 levels by 2030; and

WHEREAS, the 2020 CAP demonstrates the City's consistency with SB 32 and CEQA Guidelines Section 15183.5(b) in that the CAP identifies reduction measures and implementation strategies the City will use to achieve the State-recommended GHG emissions reduction target and it also establishes a clear path for future and continued emissions reductions beyond 2030; and

WHEREAS, the adoption of the 2020 CAP will require amendments to the General Plan's Land Use, Circulation, and Housing Elements; and

WHEREAS, an Addendum No. 2 to the General Plan EIR was prepared to address the potential for changes to the anticipated environmental impacts analyzed in the EIR and Addendum No. 1; and

WHEREAS, the 2020 CAP was developed with community input at workshops and meetings; and

WHEREAS, in December 2019, the Sustainability and Infrastructure Commission (SIC) recommended the Draft 2020 CAP be brought to the City Council for review; and

WHEREAS, in February 2020, the Planning Commission adopted a resolution recommending approval of a General Plan Amendment to revise the Land Use, Circulation, and Housing Elements and Addendum No. 2 to the General Plan EIR; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN MATEO, CALIFORNIA, HEREBY FINDS AND RESOLVES that:

1. The City Council has considered Addendum No. 2, attached as Exhibit B to this Resolution, and the final Environmental Impact Report for the General Plan and found it adequately describes the potential for minor changes to the anticipated environmental impacts analyzed in the EIR and Addendum No. 1.
2. The City Council has reviewed the proposed General Plan Amendment to revise the Land Use, Circulation, and Housing Elements and found them to be consistent with the requirements of California Government Code 65450; and
3. The City Council adopts the 2020 Climate Action Plan attached to the Administrative Report accompanying this Resolution; and
4. The amendments to the General Plan, including revisions to the Land Use, Circulation, and Housing Elements, attached hereto as Exhibit A, are approved and will take effect in 30 days.

Exhibit A

Amendments to the City of San Mateo General Plan

The General Plan Chapter II. Land Use Element, Section C. Goals and Policies, sub-section 8. Climate Change and Sustainability is amended as redlined as follows beginning on page II-38 through page II-43:

8. CLIMATE CHANGE AND SUSTAINABILITY

With the passage of AB 32, ~~and~~ SB 375, and SB 32, the City of San Mateo has taken extensive steps to address Climate Change. The City prepared a Climate Action Plan (CAP) as a comprehensive strategy to respond to the challenge of climate change. The CAP addresses climate change by providing strategies that reduce greenhouse gas (GHG) emissions and streamline the environmental review of GHG emissions of future development projects in the City of San Mateo.

The City of San Mateo's CAP is based on the City's long-standing commitment to environmental stewardship and sustainability. Strategies in the CAP implement General Plan goals for climate change and GHG emissions. The CAP also builds on previous plans that address climate change, including the Sustainable Initiatives Plan (adopted in 2007), Greenhouse Gas Emissions Reduction Program (adopted in 2010) and the Climate Action Plan for Operations and Facilities (adopted in 2008). The City adopted its first CAP in 2015 and updated it in 2020. By integrating these previous efforts, the CAP provides an updated framework for addressing GHG emissions in the community. New development will benefit from a consolidated framework for the review and analysis of GHG emissions.

Information in the CAP allows City decision-makers and the community to understand the sources and magnitude of local GHG emissions and the City's strategies to reduce them and achieve emissions reduction targets. Strategies in the CAP address GHG emissions from the energy, water, transportation, solid waste and off-road equipment sectors. An implementation program and a framework in the CAP also equip the City to monitor and report progress.

The City of San Mateo is committed to reducing greenhouse gas emissions and has developed strategies to meet its reduction targets. The City has set emissions reduction targets for 2020, 2030, and 2050. The CAP demonstrates the City's commitment to exceeding AB 32 targets by 2020 and provides a pathway to meeting the state targets and goals for 2030 and 2050 consistent with regional and State guidance. The City's CAP is consistent with the criteria of the ~~Bay Area Air Quality Management District's CEQA Air Quality Guidelines for a Qualified Greenhouse Gas Emissions Reduction Strategy as defined by the district and~~ as outlined below. The City's CAP is incorporated as General Plan Appendix J.

A Qualified Greenhouse Gas Emissions Reduction Strategy adopted by a local jurisdiction includes the following elements, as described in the State CEQA Guidelines Section 15183.5, and is further elaborated on in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. The discussion below further outlines how the City's CAP complies with each of the individual criteria listed in the guidelines through the City's Greenhouse Gas Reduction Program.

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

The City of San Mateo has quantified existing and proposed greenhouse gas emissions throughout the community, including regional and state programs as appropriate. The CAP presents an

inventory of community-wide GHG emissions for the baseline year of 2005, as well as interim inventories for 2010, 2015, and 2017. To account for future conditions, the CAP presents a forecast of GHG emissions in 2020, ~~and 2030, and 2050~~ in a business as usual (BAU) scenario. State programs will reduce these future emissions by achieving cleaner sources of transportation and energy. The forecast and State programs serve as a foundation for the CAP. Quantifications in the CAP use standard industry methods and are consistent with the approach of the San Mateo County climate action planning effort, the Regionally Integrated Climate Action Planning Suite. Consistency with these methods serves to where available, to support the conclusion in this of the CAP that the City of San Mateo can meet proposed reduction targets.

- 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.

The Climate Action Plan presents the City's reduction targets for emissions reductions consistent with the AB 32 Climate Change Scoping Plan, the guidance by CEQA Guidelines Section 15183.5(b), and the direction provided by Governor's Executive Order S-03-05.

1. Reduce emissions to 15 percent below 2005 levels by 2020.
2. Reduce emissions ~~by 35 percent below 2005 levels~~ to 4.3 metric tons per capita by 2030.
3. Reduce emissions to ~~80 percent below 1990 levels~~ 1.2 metric tons per capita by 2050.

Long-term reduction targets are presented in the CAP to commit the City to ongoing progress, consistent with State guidance. ~~Due to the nature of the rapidly evolving field of GHG reduction science and policy, emissions forecasts for 2050 are not included in the CAP. Yet the CAP identifies that by 2018, the City will review and consider post 2020 reduction targets consistent with long term State GHG reduction goals and evolving State guidance~~

- C. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.

The CAP analyzes GHG emissions from the City of San Mateo's community-wide activities, consistent with standard industry protocol at the time of its development and guided by the recommendations of the State of California ~~and the Bay Area Air Quality Management District~~. To determine total progress toward reduction targets, the CAP quantifies and analyzes the impact of existing accomplishments since the 2005 baseline, planned local programs and new measures proposed in the CAP. Total GHG reductions are quantified for ~~both 2020, and 2030, and 2050~~.

- 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.

Measures proposed in the CAP include those that are anticipated to significantly reduce emissions from the community. All measures were quantified using standard industry practice at the time of

CAP development, where available, to ensure that the stated reductions are supported by substantial evidence. Minor emissions reduction measures, including the City operational measures that do not significantly reduce GHG emissions, were not included. Reduction measures come from four primary sources:

1. City of San Mateo General Plan policies;
 2. City of San Mateo programs and actions currently being implemented;
 3. Best practices and regional program and policies in which the City participates;
 4. Applicable California State policies and programs.
- 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.
- The CAP provides an implementation work plan for City staff and a framework to monitor and demonstrate progress. The work plan contained in the CAP identifies the responsibility of key departments, time frames and processes to complete annual updates. The CAP will function as a dynamic tool, equipping City staff to undertake near-term steps toward long-term General Plan objectives. To support implementation, the City has also developed a Microsoft Excel-based monitoring and implementation tool to allow the City to track emissions over time and modify or replace emissions reduction measures that are not performing as anticipated.
- F. Be adopted in a public process following environmental review.
- G. The CAP was developed and adopted with an Addendum to the General Plan Environmental Impact Report (EIR) and is fully included in the analysis associated with the City's General Plan EIR.

Through completion of the above criteria, the City has demonstrated that the CAP is consistent with the guidance set forth by State CEQA Guidelines Section 15183.5, ~~and the Bay Area Air Quality Management District's criteria for a Qualified Greenhouse Gas Emissions Reduction Strategy.~~

Climate Change

GOAL 8a: Reduce greenhouse gas emissions each year consistent with the Climate Action Plan.

GOAL 8b: Recognize potential climate change consequences such as increased sea level rise, changing weather events, less snow melt in the Sierras - therefore less drinking water availability, hotter temperatures, changing air quality and more heat related health issues.

POLICIES

LU 8.1: **Carbon Footprint.** The City shall prepare an updated greenhouse gas emissions inventory consistent with the Climate Action Plan.

The CAP identifies the sources of GHG emissions from community-wide activities in the City limits of San Mateo for the baseline year of 2005 and for the interim years of 2010, 2015, and 2017. The GHG emissions inventory included nine sources of emissions for San Mateo in 2005. By understanding where these emissions come from, CAP measures target the largest opportunities for reductions. Completing a new inventory for a recent year allows the City to identify the highest opportunities for reductions as they change over time. Recent year inventories also allow the City to track progress implementing the CAP as the City seeks to reduce overall GHG emissions consistent with CAP targets.

LU 8.2: Effects of Climate Change. Incorporate consideration of the effects of climate change in development of General Plan updates, disaster planning, City projects, infrastructure planning, future policies and long-term strategies. Explore voluntary adjustments of base flood elevation.

The City has established a foundation for reducing the community's impact on climate change with the CAP. Strategies in the CAP serve to reduce GHG emissions generated in the City of San Mateo, thereby reducing the City of San Mateo's contribution to global GHG emissions levels. The City is also committed to an adaptive approach that responds to the anticipated impacts of climate change. The Climate Change goals and the CAP provide the City's proactive approach to reduce local GHG emissions, while the framework for adapting to climate change impacts is mainly addressed in the General Plan's Safety Element.

LU 8.3: Greenhouse Gas (GHG) Emission Reductions. Monitor and report progress toward the City's GHG emissions reduction target on an annual basis and regularly review emission reduction measures and new opportunities consistent with guidance of the City's Climate Action Plan.

Consistent with the CAP work plan, the City will complete an annual progress report to review and analyze progress toward GHG reduction targets. The City will monitor progress consistent with industry protocol. Annual monitoring also demonstrates consistency with guidance from State CEQA Guidelines Section 15183.5 and the Bay Area Air Quality Management District. Establishing a monitoring mechanism is a criterion for a Qualified Greenhouse Gas Emissions Reduction Strategy. As directed by the CAP, the City will also prepare an update to the CAP to review and analyze the established targets for GHG emissions reductions and respond to information from annual reporting. New technologies and State legislation may create additional opportunities that would support achievement of the City's reduction target.

Built Environment

GOAL 8c: Ensure that all improvements to existing structures are developed or remodeled in a sustainable manner.

GOAL 8d: Increase new annual installations of solar or renewable energy systems consistent with the Climate Action Plan.

POLICIES

LU 8.4 Sustainable Development. Incorporate Sustainability into existing single family and multifamily housing. Require sustainable features and techniques to address energy and water efficiency in remodels of existing structures.

Energy use in the Built Environment contributed ~~35~~42% of the City's GHG emissions in 2005 and 34% in 2017, therefore, a concerted effort is required to reduce greenhouse gases. Every remodel or addition to existing structures should incorporate some sustainability and energy efficiency with the goal of reducing that individual structure's carbon footprint. Furthermore, efforts to address single family homes not undergoing a remodel or addition should be taken. This may be done using the results of the Community Development Department's housing efficiency survey. CAP measures also identify strategies to foster energy-efficiency retrofits to existing buildings through incentive programs and rebates. Previously, the City's Green Building Ordinance energy-efficiency measures for new construction exceeded State requirements. While the new 201~~9~~3 California Green Building Code supersedes the adopted Green Building Ordinance for energy efficiency, the City continues to promote sustainability and energy efficiency in new construction. CAP measures also identify the City's commitment to expand electric vehicle infrastructure locally by exceeding requirements for the California Green Building Code.

LU 8.5 Solar Energy. Promote or join local partnerships and opportunities that offer renewable energy options to the residents and/or help inform them of rebates and options while ensuring that the permit process is quick and inexpensive.

The City of San Mateo has promoted the widespread use of rooftop solar panels through a simplified permitting process and reduced solar permitting fees. In addition, since January 2017, the City has mandated that all new construction include the installation of rooftop solar panels or a solar thermal system. ~~From 2005 to 2010~~Since 2017, the City has processed permits for more than ~~200-100~~ rooftop solar panels, with a total generating capacity of approximately ~~1.9-2~~ megawatts. Through outreach, education and other incentives identified in the CAP, the City will continue to expand options for residents to access and install renewable energy facilities, such as solar photovoltaics.

Waste and Recycling

LU 8.6: Waste Reduction. Reduce waste sent to landfills by San Mateo's residents, businesses and visitors by a minimum of ~~75~~40% from ~~2005-2017~~ levels by ~~2020-2030~~ by mandating recycling, setting aggressive waste reduction goals for all development, implementing composting programs, and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives. Supportive actions for waste reduction are detailed in the Climate Action Plan.

The City of San Mateo has achieved notable reductions in solid waste, with approximately a 45~~30~~% reduction in community-wide solid waste generation from 2005 to ~~2010~~2017 despite significant population increases. Nonetheless, the City continues to implement numerous waste programs that will further reduce the waste stream. In 2011, the City instituted a voluntary composting program as a service provided by the community's waste hauler. This program allows food scraps to be composted and turned into fertilizer, rather than being thrown in a landfill. As of ~~2014~~2018, approximately ~~19,430-740~~ single-family homes (97% of all single-family homes with waste collection services) and ~~250-340~~ businesses are enrolled in the composting program. As identified in the CAP, the City will seek to expand the composting program to additional residential and nonresidential waste customers throughout the community. The City will explore alternative forms of waste collection to support composting in multi-family and commercial properties. Ongoing collaboration with food service utilities and Recology of San Mateo will allow the City to monitor other opportunities for waste reduction.

The General Plan Chapter II. Land Use Element, Section C. Goals and Policies, sub-section Area Specific Policies, sub-section 7. Hillsdale is amended as redlined as follows on page II-60:

PA 7.3: **Bay Meadows Phase II.** The former Bay Meadows racetrack site is designated for transit oriented development including residential, neighborhood commercial and regional/community commercial, and park and open space uses. The residential component shall not exceed 1,500 dwelling units, office uses shall not exceed 1.5 million square feet, retail uses shall not exceed 150,000 square feet, the precise provisions to be determined in the Specific Plan. Permitted neighborhood commercial and regional/community commercial uses shall include office, hotel, retail and service uses. There shall be a minimum of 15 acres of park system provided. The specific heights and intensities of uses shall be generally determined by the Specific Plan Amendment for the site and specifically determined through Design Guidelines developed for the site and subsequent Site Plan and Architectural Review of “Blocks” within the site. Maximum heights shall be 55 feet and maximum densities shall be 50 units per acre consistent with Measure P.

This policy permits development of the site in accordance with the Rail Corridor Transit Oriented Development Plan and with the adopted Bay Meadows Specific Plan Amendment for the site that sets forth a land use program and a “framework” of streets and blocks. The land use program provides for a mix of “transit-oriented” uses and helps achieve the City’s fair-share housing goals and Sustainability Goals. The Specific Plan includes measures to both protect and connect with adjacent neighborhoods through the layout of streets and the park system. By supporting transit-oriented development, this project will achieve reductions in vehicular trips and help the City achieve its greenhouse gas emissions reduction target. ~~The Climate Action Plan further describes the role of the Bay Meadows Phase II plan in reducing greenhouse gas emissions.~~

The General Plan Chapter III. Circulation, Section F. Transit is amended as redlined as follows beginning on page III-17 through page III-20:

F. TRANSIT

BACKGROUND

Transit service is provided by the Peninsula Corridor Joint Powers Board (Caltrain) and the San Mateo County Transit District (SamTrans). Both extend service throughout San Mateo County and into adjoining San Francisco and Santa Clara Counties. ParaTransit services are provided Redi-Wheels Program of SamTrans and private taxi companies.

Future congestion of San Mateo roadways will necessitate a fundamental shift away from automobile travel to transit services. This will especially be true for peak period commute travel as the region's highways become increasingly clogged by motorists. In 2000, transit played a modest role in the circulation system. However, in comparison to many other cities throughout California, San Mateo has a higher percentage of transit riders. According to the 2000 Census, approximately 6.2% of the San Mateo workforce used public transit to commute to work, which is slightly higher than the 5.1% of Californians on average. Generally, cities in the San Francisco Bay Area have higher percentages of commuters using public transit. Even though a significant percentage of workers in San Mateo use public transit, the public transit system is somewhat limited in its service.

Bus & Shuttle Service

Shuttle services are a key way to provide feeder service as well as local circulation. SamTrans and Caltrain shuttle services are complementary and integrated, not duplicative. Several SamTrans routes operate in San Mateo with major transfer points located at the downtown San Mateo Caltrain Station in the northern portion of the City and El Camino Real and Hillsdale Boulevard in the southern portion (See Figure C-4). Express lines operate daily into San Francisco during the morning and return in the evening. Most of the local routes are located in the midsection of town, extending in a north/south direction on arterials such as El Camino Real, Alameda de las Pulgas, Delaware Street, and Norfolk Street. Service is also provided on Hillsdale Boulevard, Highway 92, Parrott Drive and Polhemus Road to the outlying east/west regions. The Climate Action Plan includes policies to increase bus ridership within San Mateo and to neighboring communities.

Free commuter shuttles are available at the Hillsdale Caltrain Stations, and within the Bridgepointe business area. These commuter shuttles are funded through grants and City and employer participation. The shuttle service operates during commute hours between transit stations and major employment areas. The Norfolk Area Shuttle serves the areas in the vicinity of SR-92 between Delaware Street and Norfolk Street. The Campus Drive Area Shuttle operates between the Hillsdale Station and the Campus Drive office development. The Mariners' Island Area Shuttle operates from the Hillsdale Station, serving a business park off Saratoga Drive before continuing to serve participating businesses in Foster City near SR-92. This shuttle stops along Mariners Island Boulevard, adjacent to the Bridgepointe Shopping Center in San Mateo. The North Foster City Shuttle also serves employers in the area of the Bridgepointe Shopping Center in addition to other Foster City area employers. It transports riders to the Millbrae Station for BART and Caltrain rail access.

Rail Service

The 2008 progress report for Caltrain indicates for the third year in a row, the commuter railroad posted record-breaking ridership and recorded the highest annual ridership in the railroad's 145-year history.

In Fiscal Year 2008, Caltrain carried nearly 12 million riders, up 8.6 percent from the previous year. Revenue was \$40.1 million, up 15.1 percent from FY07. Some new riders were seeking relief from high gas prices, but some were attracted to Caltrain's Baby Bullet express service. Since the service was introduced in 2004, ridership has increased 48 percent. The 100-year old railroad bridges that cross Tilton Avenue, Monte Diablo and Santa Inez streets and Poplar Avenue in San Mateo will be replaced to meet current seismic standards. In addition, the bridge that crosses Poplar Avenue will be raised to improve access to the neighborhood for emergency vehicles, such as fire trucks. New retaining walls will be built along the right of way to support the track embankments. The abutments, which hold up the bridges, will be retrofitted and finally, the bridges themselves will be replaced. The project will begin in summer 2009 and take approximately one year to complete.

Caltrain plans to electrify the railroad by ~~2015~~2021. Not only will electrification reduce emissions, it also will allow Caltrain to offer more frequent service; however, the overhead contact system of poles and wires would result in changes that would increase visual clutter in some locations and be perceived as negative by some residents and business occupants. In which case, the City encourages the use of headspans to lighten overhead elements in sensitive areas. Additionally, the City will coordinate with Caltrain to ensure aesthetic treatments of overhead poles and wires throughout San Mateo.

Other transit projects that serve or will serve the City of San Mateo include High Speed Rail, Dunbarton Rail and AC Transit regional express service.

GOALS AND POLICIES

GOAL 3: Support the provision of public transit services adequate to provide a viable alternative to automobile travel for all citizens and to provide a convenient means of transportation to the "transit dependent" population.

POLICIES

C 3.1: Increase Bus Ridership. Strongly promote increased bus ridership and improved accessibility to bus transit by encouraging SamTrans to implement the following bus service improvements:

- a. Evaluate the need to provide service in areas exceeding a quarter mile from local routes and designated bus stops, as shown on Figure C-4.
- b. Evaluate the need for improved bus service in high concentration employment centers, including: Downtown, Mariner's Island, Peninsula Office Park, Crossroads, and the Corridor Plan area among others as shown in the Land Use Element, Figure LU-2 (Employment Locations). Evaluate the need to improve bus service to the College of San Mateo, between schools and recreation facilities, and to special events.
- c. Promote increased usage of the Park-N-Ride lot at the US 101 and SR 92 Interchange.
- d. Promote increased bus ridership through an expanded Public Information Program such as at train stations, public institutions, and through TDM.

- e. Recognize the importance of complementary land uses, such as higher-density, compact development with pedestrian-friendly environments, to especially justify increasing levels of transit service.

Most of the City's area is within a quarter mile of bus routes; however, there is substantially less accessibility to designated bus stops. It is SamTrans' policy to restrict passenger boarding and alighting to designated bus stops.

Bus service limitations are also in scheduling. Local and express service is generally provided up until 7 p.m., resulting in a lack of nighttime bus service for several areas of the City. Late night service occurs on El Camino Real and Delaware Street. Local bus service to the train stations is limited to standard commuter times, allowing little schedule flexibility in bus/train transfer.

SamTrans operates express bus service at the US 101/SR 92 Park-n-Ride lot, which was developed in 1987. The lot, which is substantially underutilized, contains approximately 150 parking stalls, with an expansion potential of 150 more stalls.

SamTrans' marketing and promotional effort has included: a school outreach program, market studies for employee complexes, expansion of signage, targeted promotions for special events such as the County Fair, 49er football games, media usage, and efforts to increase employer purchase centers for passes, among other activities. It is intended that the City work closely with SamTrans to achieve an optimal level of bus service in San Mateo and to ensure that adequate transit information is made available to the community.

C 3.2: **Caltrain.** Continue the City's strong support of Caltrain as an essential element of the overall circulation system on the Peninsula and in the City. Support the following rail service improvements:

- a. Continue to work with the Joint Powers Board which locally manages and oversees improvement plans for Caltrain.
- b. Increased service during non-commute periods and increase system capacity.
- c. Development of a Downtown San Francisco terminal within the vicinity of the Transbay Terminal or Financial District to improve commute service and linkage to other regional transit systems.
- d. Expenditure of Measure A (1/2-cent sales tax) funds and other available funds for grade crossing improvements at existing at grade crossings and where existing grade separations have inadequate vertical clearance above the crossing street.
- e. Caltrain Public Shuttle Programs.
- f. Caltrain's Project 2025 future vision includes three major phases of development: state of good repair, electrification enhancements and post-electrification enhancements. All three phases of the program will provide increased frequency of service to San Mateo and Peninsula residents and commuters.

The importance of Caltrain is evident in light of the projected traffic increases and limited expansion potential of US 101, the major north/south transportation corridor that parallels the rail line on the Peninsula.

Increased Caltrain ridership is limited by a number of factors: the lack of a convenient downtown terminal in San Francisco, insufficient parking at train stations, limited bus/train transfer, and schedule limitations, including the number of daily trains and the times of operation and lack of connecting bicycle pathways.

A Joint Powers Board (JPB) between the local transit operators and San Francisco, San Mateo and Santa Clara Counties has been formed to facilitate coordinated transit management, public acquisition of the railroad right-of-way which was owned by Southern Pacific Transportation Company, and transition of Caltrain to a transit system capable of providing frequent service, comparable to BART. Public acquisition of the railroad right-of-way operations corridor was completed on December 27, 1991. Transfer of individual train station site ownership is presently being pursued by the JPB.

There are three Caltrain stations in San Mateo: Downtown, Hayward Park, and Hillsdale. The San Mateo Travel Model shows that the majority of passengers drive alone to the stations and park their cars. The Climate Action Plan ~~(CAP)~~ identifies the City's strategies to expand shuttle ridership and reduce single-occupant commute trips to Caltrain, along with policies to support overall increase in Caltrain ridership. Three public shuttles operated by the regional Commute Alliance operate in San Mateo, transporting riders from the Hillsdale Caltrain station to employment centers in the community. In 2013, these shuttles served approximately 72,000 riders annually during morning and afternoon commute times.

Improvement of San Mateo train stations is considered a key element in increasing local transit usage. This should include parking lot expansion and improved bus and shuttle access.

The Downtown Station is sited at 2 North B Street, north of First Avenue. Parking for the station is provided on the State-owned commuter lot located to the north of First Avenue and containing approximately 175 stalls.

The General Plan Chapter III. Circulation, Section I. Sustainable Transit Actions is amended as redlined as follows on page III-29:

I. SUSTAINABLE TRANSPORTATION ACTIONS

BACKGROUND

City staff, in partnership with the Sustainability Commission and a consultant, prepared a Climate Action Plan (CAP). The CAP addresses eight environmental topics to reduce greenhouse gas (GHG) emissions. Topics include renewable energy, energy efficiency, and alternative transportation. Strategies in the CAP for alternative transportation foster all modes of transportation and identify strategies to expand on the City's current transportation demand management efforts.

The following transportation related goals and policies reflect the variable nature of mode selection based on trip length, traveler age, and trip purpose. They will require significant shifts in personal travel behavior, transit availability and convenience, transportation pricing and vehicle variety. As it is not practical to eliminate all single occupant vehicle trips, the goals and policies also address ways in which to reduce the emission impacts of all trips.

GOALS AND POLICIES

GOAL 6: Implement the transportation objectives of the Climate Action Plan.

POLICIES

C 6.1: **Modal Share.** Increase mode share for pedestrian and bicycle travel, for trips of one mile or less, by regularly updating and implementing plans for sustainable transportation infrastructure including the Bicycle Master Plan and the Pedestrian Master Plan. Additional potential supportive actions to increase mode share are detailed in the Climate Action Plan.

The General Plan Chapter IV. Housing Element Section E Projected Housing Needs, sub-section Climate Change, is amended as redlined as follows beginning on page 47 through page 54:

CLIMATE CHANGE

With the passage of AB 32 and SB 375, the City of San Mateo has taken extensive steps to address climate change. In 2007, a Carbon Footprint study was conducted to determine the City's greenhouse gas emissions which helped the City focus its sustainability efforts. In addition to the Carbon Footprint, the City initiated a Sustainability Advisory Committee which created and submitted to the City Council a Sustainable Initiatives Plan, which provided recommendations on how the City should address climate change and reduce the City's greenhouse gas (GHG) emissions generated by the community.

Following the Sustainable Initiatives Plan, a Climate Action Plan (CAP) for City's Operations and Facilities was created. This Plan focused on City agency efforts and included specific actions to reduce the energy and fuel use in City facilities and operations.

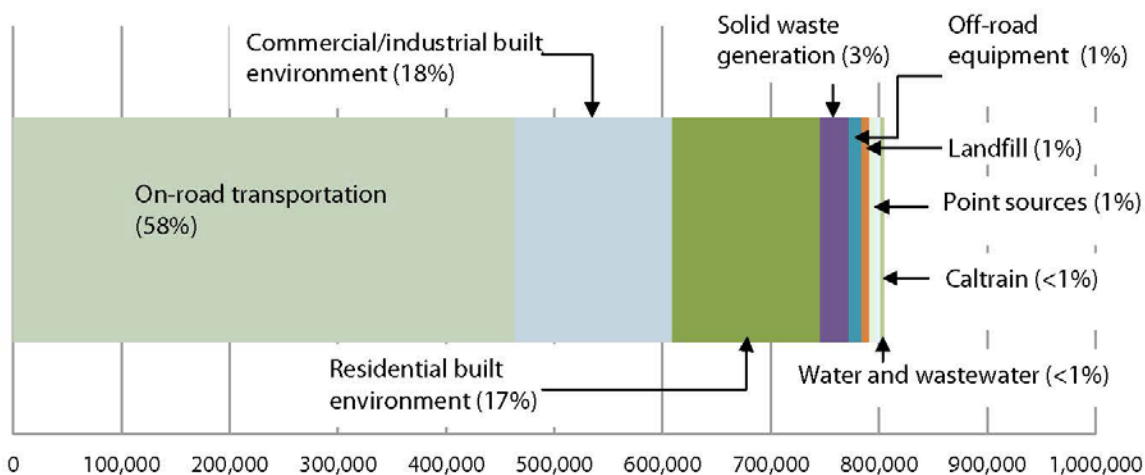
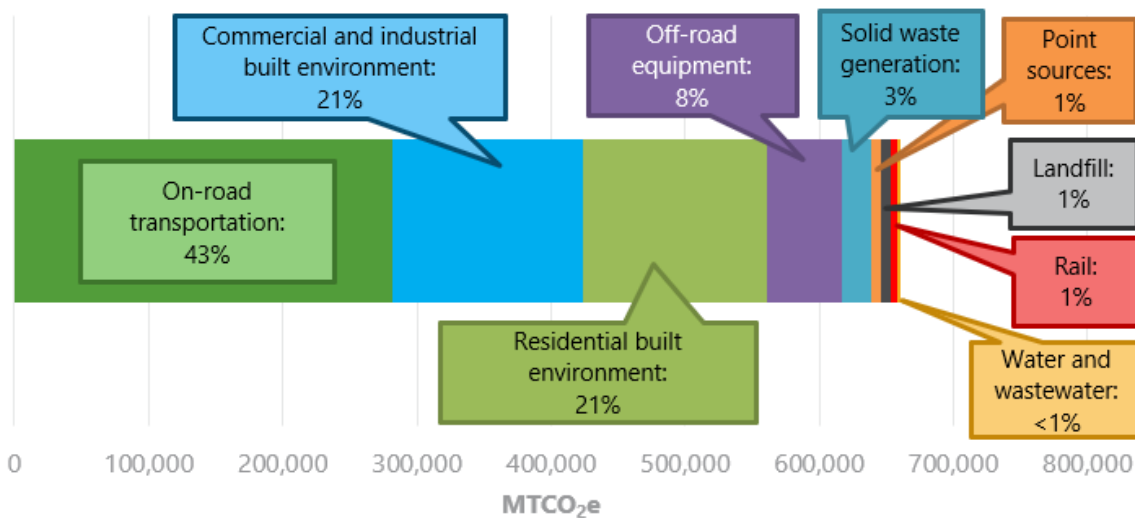
~~In 2014, the~~The City of San Mateo ~~developed-adopted~~ a community-wide CAP ~~in 2015 and updated it in 2020. The CAP serves~~, ~~which will serve~~ as a comprehensive strategy to reduce emissions of GHGs. This CAP integrates and consolidates the City's previous plans and efforts to address climate change, creating an updated framework for addressing GHG emissions in the community. The CAP identifies the City's preferred strategies for new development to address climate change.

This CAP serves as a Qualified GHG Reduction Strategy, consistent with California Environmental Quality Act (CEQA) Guidelines Section 15183.5 ~~and the Bay Area Air Quality Management District (BAAQMD) GHG Plan Level Guidance~~. As part of the requirements for a Qualified GHG Reduction Strategy, the CAP includes an inventory and forecast of San Mateo's current and future GHG emissions, a target to reduce community-wide GHG emissions, specific strategies to achieve these reductions, and an implementation and monitoring program to track progress toward the target and the status of the reduction strategies.

The following are excerpts of the City's Climate Action Plan as it relates to the Housing Element Update.

Community-Wide Greenhouse Gas Emissions Inventory

The CAP presents emissions for activities that take place within the City limits of San Mateo, even if the emissions are physically emitted in another community, such as a community member using electricity generated by a power plant in another part of California. Emissions are calculated using reported activity data (for example, the amount of electricity used in the community) and factors that reflect the local conditions. All GHG emissions in the inventory are shown in a common unit: metric tons of carbon dioxide equivalents, or MTCO₂e, which allows the varying potencies of different GHGs to be represented in one number. The GHG emissions inventory included nine sources of emissions, or sectors, for San Mateo in 2005. By understanding where these emissions come from, CAP measures can be targeted to address the largest sources in San Mateo. The community's total emissions in 2005 were ~~804,290~~~~660,600~~ MTCO₂e. ~~More than half of these emissions~~~~The largest source of these emissions~~ (~~58~~~~43~~~~%~~) ~~percent~~ came from on-road transportation, and an additional ~~35~~~~42~~~~%~~ ~~percent~~ came from energy use in residential, commercial, and industrial buildings. Community-wide GHG emissions in 2005 are shown in the Figure below.



Additional inventories in the CAP for the calendar years 2010, 2015, and 2017 show a steady decline in GHG emissions. By 2017, San Mateo's emissions had decreased to 541,960 MTCO₂e, approximately 18 percent below 2005 levels.

Using the baseline inventory, the CAP estimates the long-term impact of San Mateo's efforts to reduce GHG emissions. The CAP presents the City's ongoing commitment to achieve long-term, post-2020 GHG targets consistent with State guidance of 15% below 2005 levels by 2020, emissions of 4.3 MTCO₂e per resident by 2030, and emissions of 1.2 MTCO₂e per resident by 2050. Full implementation of all strategies in the CAP, along with efforts currently underway or planned by state, regional, and local agencies are expected to achieve further reductions to meet or exceed these targets. can result in a reduction of emissions by approximately 18% below 2005 baseline levels by 2020, exceeding both the 2020 goal in San Mateo's adopted General Plan and State guidance for a 15% reduction.

The strategies in the CAP consist of measures and actions, identifying the steps the City will take to support reductions in GHG emissions. San Mateo will achieve these reductions in GHG emissions through a mix of voluntary programs and new strategic standards. All recommended standards presented in the CAP respond to the needs of development, avoiding unnecessary regulation, streamlining new development, and achieving more efficient use of resources.

Energy Conservation Strategies for the Built Environment

Residential energy use in the community of San Mateo comprised approximately 47%21 percent of baseline GHG emissions in 2005, and approximately 18 percent of emissions in 2017. Strategies in the CAP to reduce emissions from the residential sector seek to improve the existing housing stock, encourage green building in new homes, encourage energy efficiency, promote replacing natural gas-fueled devices with electric models, and expand the use of renewable energy to meet residential energy needs.

The following measures from the CAP include key actions in the CAP that address residential energy efficiency, renewable energy, and electrification:

BE 1: All-electric new construction

Recommended Actions:

- For each three-year code cycle, adopt a reach code to encourage residential and commercial new construction to be built to an all-electric standard, including electric heating, cooling, and water heating.
- Explore the feasibility of reducing permitting fees if builders elect to construct all-electric buildings instead of buildings that use natural gas.

BE 2: All-electric existing buildings

Recommended Actions:

- Encourage residents and businesses to purchase electric technologies (e.g., air source heat pumps, heat pump water heaters, electric dryers, and electric stoves).
- Encourage residents and businesses to upgrade electric panels to accommodate electric technologies include solar PV, battery storage, air source heat pumps, heat pump water heaters, electric dryers, and electric stoves.
- Support training and outreach to residents, businesses, contractors, vendors, and installers about preferable electric equipment replacement technologies.

RE 32: Renewable energy systems for new and existing residences

Recommended Actions:

- For each three-year code cycle, adopt reach codes that require residential developments to install renewable energy systems, including solar photovoltaic or solar water heating, as needed to exceed State requirements.
- Provide education and outreach to residents and contractors on the benefits of pairing battery storage with solar PV systems.
- Explore the feasibility of reducing or eliminating solar permitting fees.
- Provide information to property owners about discounts, incentives, and financial programs for renewable energy systems, including solar bulk purchase programs and financing programs that allow property owners to incrementally pay for renewable energy systems.
- Provide education and outreach to stakeholders on the benefits of retrofitting existing residential buildings to be zero net energy.
- ~~Promote the installation of renewable energy and energy storage systems as part of major home retrofit projects. Provide educational materials to developers about existing federal, State, and regional programs that support and/or subsidize small-scale or distributed-generation renewable energy systems for local use.~~
 - ~~Develop incentives for developers who install renewable energy systems on their developments, including solar photovoltaics and solar water heating. An incentive program could include reduced or waived fees, rebates, or low/no interest loans, among other mechanisms. The City should explore a revolving loan program or dedicated funding source(s) for the incentives. Funding sources could include the City and/or a combination of public and private resources, such as rebates, grants, and loans. Incentive programs should apply to solar photovoltaics and solar water heating though other feasible options could be supported.~~
 - ~~Partner with PG&E, San Mateo Energy Watch, a CCA, or others to provide rebates and energy buy back programs for on-site renewable electricity systems.~~
 - ~~Reduce or eliminate existing solar permit fees.~~
 - ~~Require new houses and multi-family developments to be solar ready as defined by the California Building Standards Code to support the installation of a rooftop solar energy array at a later date.~~
 - ~~Revise the San Mateo urban design guidelines to allow for nontraditional building design elements if necessary to support on-site renewable energy systems.~~
 - ~~RE 4: Renewable energy systems for existing residences~~
 - **Recommended Actions:**
 - ~~Provide information to homeowners about existing funding programs for renewable energy systems.~~
 - ~~Offer incentives for applicants who install renewable energy systems on their homes as feasible, including same-day permit approval and participation in revolving loan programs.~~

- ~~Promote existing financing programs, such as Property Assessed Clean Energy (PACE) programs, allow homeowners to incrementally pay for renewable energy systems, and explore creating or joining additional programs.~~
- ~~Reduce or eliminate solar permit fees for existing buildings beyond the minimum standards required by Assembly Bill 2188~~

EE 1: Residential energy efficiency ~~owner-occupied~~ retrofits

Recommended Actions:

- Establish a time of sale residential energy conservation program that requires an energy audit by a certified energy professional. Audits would be disclosed to the buyer.
- Educate homeowners, real estate agents, rental property managers~~owners~~, and ~~real estate agents~~tenants about the benefits of residential energy retrofits, the availability of financing options, and how to participate.
- Provide energy retrofit information to project applicants seeking permits for renovation or expansion work on existing houses.
- Host residential energy outreach events such as evening workshops and local learn-at-lunch sessions, provide energy retrofit information at community events, and distribute information on residential energy retrofit online and in public buildings.
- ~~Publicize the available options and financial benefits of PACE programs.~~Promote financing programs that allow homeowners, rental property owners, and tenants to incrementally pay for energy efficiency retrofits.
- Provide funding to support energy efficiency education and low-cost retrofits for low-income households.
- Offer low- or no-cost energy audits to rental property owners who agree to disclose a unit's energy efficiency results to tenants.
- Encourage property owners to participate in energy benchmarking efforts.
- Work with tenant groups and property management companies to identify actions tenants can take within the bounds of their lease to improve energy efficiency.
- Promote incentives such as direct subsidies and reduced fee permitting to rental property owners who make energy efficiency improvements to their units beyond any minimum actions required by the adopted energy code.
- Encourage property owners to consider installing cool roofs when reroofing buildings.

EE 2: Residential energy efficiency ~~renter-occupied~~ retrofits

Recommended Actions:

- ~~Educate property owners about available financing mechanisms to improve energy efficiency in rental units, such as shared savings programs.~~
- ~~Support efforts by property owners to make improvements to rental units through PACE programs.~~
- ~~Encourage property owners to participate in energy benchmarking efforts.~~
- ~~Work with tenant groups and property management companies to identify actions tenants can take within the bounds of their lease to improve energy efficiency.~~
- ~~Offer low or no cost energy audits to property owners who agree to disclose a unit's energy efficiency results to tenants.~~

~~Provide incentives such as direct subsidies, participation in revolving loan programs, and expedited permitting to property owners who make energy efficiency improvements to their units beyond any minimum actions required by the adopted energy code.~~

EE 53: Residential ~~energy education and low-cost retrofits~~tree planting

Recommended Actions:

- Conduct outreach to homeowners, renters, real estate agents, and property managers about low-cost retrofits and energy efficient behaviors. Establish a City program to provide free or subsidized shade trees for buildings with eastern, western, or southern exposure to reduce energy use associated with cooling homes.
- Partner with community organizations and applicable professional associations to support education and outreach on the benefits and best practices of strategic tree planting to provide shade and cooling. Develop guidance on the preferred tree types and the recommended approach to selecting locations for tree plantings that support energy conservation and efficiency.

ENERGY CONSERVATION

Home energy efficiency have become an increasingly significant factor in housing construction, particularly in the past few years with the increasing demand to build energy efficient and sustainable buildings in California. Energy costs related to housing include not only the energy required for home heating, cooling and the operation of appliances, but the energy required for transportation to and from home.

State Title 24 Part 6 is the California Energy Code, first enacted in the 1980s, permits builders of new residential units to achieve compliance either by calculating energy performance in a prescribed manner or by performance based on computer modeling. The energy code is updated every three years by the Energy Commission to advance the energy efficiency standards for building construction. -The Ceity has adopted the 2013-2019 California Energy Code which is effective July-January 1, 20142020. This code edition is the latest version of the energy code ensuring the most up-to-date standards are applied to newly constructed buildings and existing buildings with alteration work. The City has also adopted modifications to the California Energy Code, known as a reach code, which establish additional requirements for new

construction beyond those set by the State. The reach code requires new single-family and duplex buildings to be all-electric or to be more energy efficient than the state requirements, and that all new multi-family buildings must include a solar energy system. In addition to the ~~energy code~~Energy Code, the ~~state~~City also adopted the ~~2013-2019~~ Green Building code to further heighten the overall sustainable building construction standards. The Green Building code addresses the use of sustainable materials, methods of construction, interior and recycling of construction waste. These measures contribute to the overall building energy efficiency and have an added ongoing benefit throughout the useful life of a building. San Mateo has adopted additional standards that exceed the Green Building Code requiring parking spaces in new residential buildings that can support the installation of an electric vehicle charging station.

~~In order to save natural resources and to make utilities more affordable, the City's HOME Repair programs provide both funding and information referral for participants to include weatherization improvements and utilize energy and water efficient appliances and fixtures. Program participants are encouraged to use the energy conservation programs provided by Pacific Gas and Electric (PG&E).~~

~~In new affordable housing construction where the City provides financing, the City encourages the design of new units that are sensitive to energy consumption. In 2013, the City adopted the California Green Building Code to provide further energy conservation measures including solar ready, plumbing insulation, efficient lighting and heating systems, as examples.~~

The City's energy efficiency efforts have already supported improved energy efficiency in San Mateo since 2005. The Climate Action Plan presents the impact of such efforts, highlighting the sustained community-wide reductions in energy use documented since 2005 and continuing through recent years. The City's ongoing plans for fostering ongoing energy efficiency in the residential sector are presented in the Climate Action Plan, as summarized above.

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

1. Introduction

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.

1. Introduction

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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)

2. Project Description

- 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.

2. Project Description

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

2. Project Description

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.

2. Project Description

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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

3. Environmental Analysis

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*.

4. References

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