

<b>Newland Sierra AQ/GHG CARB Scoping Plan Consistency Analysis</b>	
<b>Appendix B, Local Action</b>	
<b>CARB's 2017 Climate Change Scoping Plan, Item B<sup>1</sup></b>	<b>Newland Sierra Project</b>
<b>Construction</b>	
Enforce idling time restrictions for construction vehicles.	<b>Consistent.</b> The project's EIR requires implementation of M-AQ-2 (b), which states that, during construction, vehicles in loading and unloading queues shall not idle for more than 5 minutes and shall turn their engines off when not in use. In addition to restricting idling time during construction, the proposed project's land uses would comply, as a matter of law, with CARB's Airborne Toxic Control Measure (ATCM) regulation regarding Idling of Commercial Heavy Duty Trucks (13 CCR Section 2485); that regulation prohibits commercial trucks with a gross vehicle weight rating over 10,000 pounds from idling for more than 5 minutes. Moreover, M-AQ-8 requires electrical hook-ups for use by large refrigerated trucks during deliveries to non-residential uses, which will serve to facilitate a reduction in idling time that conservatively was not quantified in the EIR.
Require construction vehicles to operate with the highest tier engines commercially available.	<b>Consistent.</b> The project's EIR requires implementation of M-AQ-2 (a), which requires that all heavy-duty diesel-powered construction equipment be equipped with Tier 4 Final or better diesel engines, except where Tier 4 Final or better engines are not available for specific construction equipment. Before an exemption may be considered by the County to the Tier 4 Final or better requirement, M-AQ-2 (a) requires the applicant to demonstrate that three construction fleet owners/operators in the San Diego region were contacted and that

<sup>1</sup> California Air Resources Board, Final 2017 Scoping Plan Update Appendices and Modeling Information. Appendix B, Local Action. Item B: "Examples of potentially feasible mitigation measures that could be considered for individual projects under CEQA when the local jurisdiction is the lead agency."

[https://www.arb.ca.gov/cc/scopingplan/2030sp\\_appb\\_localaction\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_appb_localaction_final.pdf)

As provided by CARB, Appendix B "should be viewed as a general reference document. It should not be interpreted as official guidance or as dictating requirements for ... local project CEQA mitigation." Further, CARB recognizes that "[n]othing in the Scoping Plan or this appendix limits the discretion conferred to lead agencies in determining the appropriate level and type of mitigation, so long as their decisions are supportable by evidence in the record as required by CEQA. There is no 'one size fits all' solution and different policies will be more suitable in urban and suburban areas versus rural areas, among other considerations."

	Tier 4 equipment could not be located within the region.
Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible.	<p><b>Consistent.</b> The proposed project would comply with the County of San Diego’s reduction, re-use, and recycling requirements as a matter of law. Those requirements are contained in the County’s Recycling and Construction and Demolition Debris (C&amp;D Debris) Ordinance. The ordinance requires that 90% of inerts and 70% of all other materials must be recycled from the project’s construction activities. In order to comply with the ordinance, applicants must submit a Construction and Demolition Debris Management Plan and a fully refundable Performance Guarantee prior to building permit issuance.</p> <p>As to the use of locally-sourced building materials with a high recycled material content, market forces drive the availability and use of such materials in the San Diego region. To the extent such materials are available, the project would not preclude their use.</p>
Minimize tree removal, and mitigate indirect GHG emissions increases that occur due to vegetation removal, loss of sequestration, and soil disturbance.	<p><b>Consistent.</b> The proposed project would minimize tree removal during construction activities by using a compact development footprint and would plant approximately 4,500 new trees as part of the project’s landscaping plans. The project would also purchase and retire carbon offsets in a quantity sufficient to offset 100 percent of the construction and vegetation removal GHG emissions generated by the project.</p>
Utilize existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators.	<p><b>Consistent.</b> As required under M-AQ-2 (d), the proposed project would utilize electrical or natural gas-powered construction equipment where feasible, including forklifts and other comparable equipment types. Additionally, electrical hookups would be provided on site, in accordance with M-AQ-2 (e), for the use of hand tools such as saws, drills, and compressors used for building construction to reduce the need for electric generators and other fuel-powered equipment.</p>
Increase use of electric and renewable fuel powered construction equipment and require renewable diesel fuel where commercially available.	<p><b>Consistent.</b> The proposed project would utilize electrical or natural gas-powered construction equipment where feasible, including forklifts</p>

	and other comparable equipment types, as required under M-AQ-2 (d).
Require diesel equipment fleets to be lower emitting than any current emission standard.	<b>Consistent.</b> As discussed above, all heavy-duty diesel-powered construction equipment shall be equipped with Tier 4 Final or better diesel engines, except where Tier 4 Final or better engines are not available for specific construction equipment; see M-AQ-2 (a). In addition, the proposed project would comply with CARB’s ATCM regulations regarding In-Use Off-Road Diesel-Fueled Fleets (13 CCR Section 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR Section 2025), which require that specific fleet average requirements be met for NOx emissions and for particulate matter emissions.
<b>Operation</b>	
Comply with lead agency’s standards for mitigating transportation impacts under SB 743.	<b>Consistent.</b> The County of San Diego has not yet adopted standards for the implementation of SB 743; it is relatedly noted that – as of the time of this writing – the rulemaking process for the corresponding amendments to the State CEQA Guidelines is not yet complete. That being said, it is noted that the proposed project includes a Transportation Demand Management (TDM) Program that would reduce the number of vehicle trips generated and vehicle miles travelled (VMT) by the proposed project. The TDM program would facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as providing the resources, means, and incentives for ridesharing and carpooling opportunities to achieve an 11.1% reduction in VMT (see PDF-1 through PDF-20 in Table 2.7-7 of the project’s EIR).
Require on-site EV charging capabilities for parking spaces serving the project to meet jurisdiction-wide EV proliferation goals.	<b>Consistent.</b> The proposed project would include the installation of EV charging equipment in the garages of all single-family residential units, the installation of charging stations in 3% of the Town Center area <u>and Park-and-Ride parking spaces (or comply with applicable state or County requirements, whichever is higher at the time of building permit application)</u> (see PDF-23 in Table 2.7-7 of the project’s EIR). Should installation of EV charging stations at the park-and-ride facilities be deemed acceptable by the land owner, the

	<p>project applicant would fully fund these improvements.</p>
<p>Allow for new construction to install fewer on-site parking spaces than required by local municipal building code, if appropriate.</p>	<p><b>Consistent.</b> The project proposes a number of parking spaces that has been determined to be appropriate for the proposed uses. Further, in accordance with CALGreen, preferential parking shall be provided for electric-powered vehicles (EV), compressed natural gas (CNG) vehicles and carpool/vanpool rideshare programs. Additionally, space would be provided for bicycle parking. Furthermore, the proposed project’s bicycle infrastructure, electric bike share program, and multi-use pathway network would reduce the reliance on single-occupant vehicle trips and associated parking (see PDF-2 through PDF-4 in Table 2.7-7 of the project’s EIR). Lastly, on-street parking is encouraged where possible to reduce the need for large parking areas.</p>
<p>Dedicate on-site parking for shared vehicles.</p>	<p><b>Consistent.</b> As discussed above, preferential parking shall be provided for carpool/vanpool rideshare programs, EV and CNG vehicles. In addition, the proposed project would coordinate with a car-share organization to install three car-share stations with one car each (for a total of three cars) in the commercial area of the project site, available to residents on an on-demand basis (see PDF-5 in Table 2.7-7 of the project’s EIR). The project would coordinate a ride share or shuttle system that connects the various project neighborhoods to the Town Center and to external transit facilities and resources such as the park-and-ride lots and the Escondido Transit Center (see PDF-6 in Table 2.7-7 of the project’s EIR). Also, the project would work with the San Diego Association of Governments (SANDAG) iCommute program for carpool, vanpool, and rideshare programs that are specific to the project’s residents (see PDF-7 and PDF-8 in Table 2.7-7 of the project’s EIR).</p>
<p>Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects.</p>	<p><b>Consistent.</b> The proposed project would provide bicycle racks along main travel corridors, adjacent to commercial developments, at public parks and open spaces, and at retail and multi-family buildings within the project site (see PDF-3 in Table 2.7-7 of the project’s EIR). In addition, the project would</p>

	<p>implement an electric bike-share program to further link the project neighborhoods to one another and to reduce motorized vehicle trips (see PDF-4 in Table 2.7-7 of the project’s EIR). The bike share program includes the placement of eight kiosks throughout the community. Electric bikes can be taken from one kiosk and left at another to promote sustainable transportation between planning areas. It is anticipated that each kiosk will contain 10 to 20 electric bikes.</p>
<p>Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan.</p>	<p><b>Consistent.</b> Within the project site, all internal roadways, bicycle lanes, trails, and other portions of the proposed project’s internal circulation network would comply with the County’s <i>Public Road Standards</i> (County of San Diego 2012) to ensure adequate safety of travel and use by motorists, cyclists, and pedestrians. In addition, on-street parking would be provided in the Town Center to enhance traffic-calming and pedestrian safety.</p> <p>The proposed project would also develop a comprehensive trail network designed to provide multi-use trails between the various project components, land uses, parks/open spaces, school, and the Town Center (see PDF-2 and PDF-3 in Table 2.7-7 of the project’s EIR). The trails network would provide connections to the various recreational trails and multi-modal facilities accessing the project site. Additionally, the proposed loop road includes 5-foot-wide bike lanes on both sides of the roadway.</p>
<p>Require on-site renewable energy generation.</p>	<p><b>Consistent.</b> Solar panels would be required on all residential units (see PDF-22 in Table 2.7-7 of the project’s EIR). Additionally, all light fixtures along public roads and all community facilities (e.g. communal recreational structures) would be solar powered (see PDF-22). The project can use centralized solar arrays (e.g., a solar array on top of a shade structure in a parking lot) to implement this requirement. In addition, all single-family homes constructed as part of the proposed project would be designed with pre-plumbing for solar water heaters and solar and/or wind renewable</p>

	energy systems (see REG-GHG-10 in Table 2.7-5 of the EIR).
Prohibit wood-burning fireplaces in new development, and require replacement of wood-burning fireplaces for renovations over a certain size developments.	<b>Consistent.</b> The project would not install wood-burning fireplaces for heating purposes (see PDF-32 in Table 2.7-7 of the project’s EIR). If a fireplace would be included in a residential unit, it would be natural-gas-fired.
Require cool roofs and “cool parking” that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	<b>Consistent.</b> PDF-30 was revised as follows:  Residential structures will have solar photovoltaic panels installed on rooftops.  Non-residential structures will comply with the 2019 Title 24 requirements for cool roofs  Outdoor pavement, such as walkways and patios will use paving materials with three-year SRI of 0.28 or initial SRI of 0.33.  <del>Where feasible, commercial structures would use cool roof technologies and light-colored paving.</del>
Require solar-ready roofs.	<b>Consistent.</b> Solar panels would be required on all residential units (see PDF-22 in Table 2.7-7 of the project’s EIR). In addition, all single-family homes constructed as part of the proposed project would be designed with pre-plumbing for solar water heaters and solar and/or wind renewable energy systems (see REG-GHG-10 in Table 2.7-5 of the EIR).
Require organic collection in new developments.	<b>Consistent.</b> An area within the maintenance yard of the Sierra Farms Park shall be designated for collection of common area landscape trimmings (see PDF-28 in Table 2.7-7 of the project’s EIR). These landscape trimmings shall be chipped and ground into either mulch or compost and used to return organic matter and nutrients to the project’s landscaped areas. The green waste collection area shall be designed to collect approximately 30 to 40 yards of material at a time (approximately three open stalls 10 feet wide by 10 feet long by 6 feet tall).
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWEL0], which is referenced in	<b>Consistent.</b> The project’s Specific Plan and the County’s Water Efficient Landscape Design Manual require the use of efficient irrigation systems (i.e., drip irrigation), weather based

<p>CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.</p>	<p>“smart” irrigation controllers, and the use of native plant species and non-invasive drought-tolerant/low water use plants in landscaping, including a plant palette comprised mostly of low water use drought-tolerant plants and native or naturalized plants (see REG-GHG-3 through REG-GHG-5 in Table 2.7-5 and PDF-24 and PDF-25 in Table 2.7-7 of the project’s EIR).</p>
<p>Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code.</p>	<p><b>Consistent.</b> The California Energy Commission (CEC) is pursuing the development of building energy efficiency standards that achieve zero net energy; such standards have not been adopted as of the time of this writing. The first building permits for the project likely would be issued in 2021 or 2022; all buildings would comply with the effective version of the CEC’s standards at the time of permit issuance. The proposed project would include on-site renewable energy and energy efficiency measures in support of Zero Net Energy performance building standards (see PDF-22 in Table 2.7-7 of the project’s EIR).</p>
<p>Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.</p>	<p><b>Consistent.</b> All new construction, including residential and non-residential buildings, would comply with the latest applicable edition of Title 24 at building permit application. Title 24 constitutes the California Building Standards Code, which contains the California Green Building Standards Code (CalGreen), the California Energy Code, the California Plumbing Code, and other code sections applicable to all new construction. CalGreen contains mandatory measures that address site development, material resource conservation, energy and water conservation, and indoor environmental quality. The California Energy Code contains mandatory measures that govern the energy efficiency of windows, doors, exterior walls, attics, and roofs; the performance of heating and air conditioning systems, and lighting systems. The project’s compliance with such standards ensures that recognized energy efficiencies shall be implemented.</p>
<p>Require the design of bike lanes to connect to the regional bicycle network.</p>	<p><b>Consistent.</b> The proposed project would develop a comprehensive trail network designed to provide multi-use trails between the various project components, land uses,</p>

	<p>parks/open spaces, school, and the Town Center (see PDF-2 and PDF-3 in Table 2.7-7 of the project's EIR). Also, see Figure 1-3, Parks and Trails Plan, which illustrates the connectivity of the project's land uses via trails and pathways. The trails network would provide connections to the various recreational trails and multi-modal facilities accessing the project site. Additionally, the loop road includes 5-foot-wide bike lanes on both sides of the roadway. This community-wide linear park and trail network would act as the connective thread that unites the various neighborhood parks and community trails, creating a link to open space trails and a sense of walkability throughout the community.</p>
<p>Expand urban forestry and green infrastructure in new land development.</p>	<p><b>Consistent.</b> The project would include approximately 4,500 tree plantings throughout the site, including shade street trees and landscaping trees, and the preservation of oaks throughout the site. Street trees would be required along all internal neighborhood streets. The proposed project would also develop a comprehensive trail network designed to provide multi-use trails between the various project components, land uses, parks/open spaces, school, and the Town Center (see PDF-2 and PDF-3 in Table 2.7-7 of the project's EIR). The trails network would provide connections to the various recreational trails and multi-modal facilities accessing the project site. In addition, vineyards and community gardens shall be incorporated into the community to provide for productive landscapes (see PDF-29 in Table 2.7-7 of the project's EIR).</p>
<p>Require preferential parking spaces for park and ride to incentivize carpooling, vanpooling, commuter bus, electric vehicles, and rail service use.</p>	<p><b>Consistent.</b> As previously discussed, preferential parking shall be provided for carpool/vanpool rideshare programs, EV and CNG vehicles. In addition, as discussed above, the proposed project would coordinate with a car-share organization to install three car-share stations (see PDF-5 in Table 2.7-7 of the project's EIR). The project would coordinate a ride share or shuttle system that connects the various project neighborhoods to the Town Center and to external transit facilities and resources such as the park-and-ride lots and</p>



	<p>the Escondido Transit Center (see PDF-6 in Table 2.7-7 of the project’s EIR). Also, the project would work with the SANDAG iCommute program for carpool, vanpool, and rideshare programs that are specific to the project’s residents (see PDF-7 in Table 2.7-7 of the project’s EIR).</p>
<p>Require a transportation management plan for specific plans which establishes a numeric target for non-SOV travel and overall VMT.</p>	<p><b>Consistent.</b> The proposed project would develop and employ a TDM Program that would reduce the number of vehicle trips generated by the proposed project and include alternative modes of transportation (see PDF-1 through PDF-22 in Table 2.7-7 of the project’s EIR). The TDM program would facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as providing the resources, means, and incentives for ridesharing and carpooling opportunities to achieve an 11.1% reduction in VMT.</p>
<p>Develop a rideshare program targeting commuters to major employment centers.</p>	<p><b>Consistent.</b> As previously discussed, the proposed project would coordinate with a car-share organization to install three car-share stations (see PDF-5 in Table 2.7-7 of the project’s EIR). The project would coordinate a ride share or shuttle system that connects the various project neighborhoods to the Town Center and to external transit facilities and resources such as the park-and-ride lots and the Escondido Transit Center (see PDF-6 in Table 2.7-7 of the project’s EIR). Also, the project would work with the SANDAG iCommute program for carpool, vanpool, and rideshare programs that are specific to the project’s residents (see PDF-7 and PDF-8 in Table 2.7-7 of the project’s EIR).</p>
<p>Require the design of bus stops/shelters/express lanes in new developments to promote the usage of mass-transit.</p>	<p><b>Consistent.</b> A comprehensive transportation system is planned as part of the project. The system has been designed to serve vehicles, bicycles, pedestrians, and equestrians, and to accommodate future transit riders. In addition, mobility hubs would be implemented as a means of resident outreach and education, and continued coordination with SANDAG and NCTD for the siting of future transit infrastructure. The project would also include shuttle services from the project Site to the Escondido Transit Center, a North County transit hub (see PDF-6 in Table 2.7-7 of the</p>

	project's EIR), along with subsidized transit passes for its residents (see PDF-9 in Table 2.7-7 of the project's EIR).
Require gas outlets in residential backyards for use with outdoor cooking appliances such as gas barbeques if natural gas service is available.	<b>Consistent.</b> The project's multifamily residential neighborhoods will have community bbqs connected to natural gas service. All single family homes will also have natural gas service with the ability to extend service to an outdoor bbq, kitchen, and/or fireplace.
Require the installation of electrical outlets on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.	<b>Consistent.</b> The proposed project would install electrical outlets for use by electrical lawn and gardening equipment on all residential units.
Require the design of the electric outlets and/or wiring in new residential unit garages to promote electric vehicle usage.	<b>Consistent.</b> The proposed project would include the installation of EV charging equipment in the garages of all single-family residential units (see PDF-23 in Table 2.7-7 of the project's EIR).
Require electric vehicle charging station (Conductive/inductive) and signage for non-residential developments.	<b>Consistent.</b> The proposed project would install charging stations in 3% of the Town Center area, and would encourage installation of charging stations in 3% of the park-and-ride parking spaces (see PDF-23 in Table 2.7-7 of the project's EIR). Should installation of EV charging stations at the park-and-ride facilities be deemed acceptable by the land owner, the applicant would fully fund these improvements.
Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands.	<b>Consistent.</b> <a href="#">Electrical outlets will be provided in outdoor community spaces and parks as required by the building code</a>
Require each residential unit to be "solar ready," including installing the appropriate hardware and proper structural engineering.	<b>Consistent.</b> Solar panels would be required on all residential units (see PDF-22 in Table 2.7-7 of the project's EIR). In addition, all single-family homes constructed as part of the proposed project would be designed with pre-plumbing for solar water heaters and solar and/or wind renewable energy systems (see REG-GHG-10 in Table 2.7-5 of the EIR).
Require the installation of energy conserving appliances such as on-demand tank-less water heaters and whole-house fans.	<b>Consistent.</b> As discussed above, all single-family homes constructed as part of the proposed project would be designed with pre-plumbing for solar water heaters and solar and/or wind renewable energy systems (see REG-GHG-10 in Table 2.7-5 of the EIR). Additionally, home builders would offer residents their choice of

	energy-efficient appliances (including washer/dryers, refrigerators), and appliances (including dishwashers) installed by builders would be Energy Star rated or equivalent (see PDF-31 in Table 2.7-7 of the project's EIR).
Require each residential and commercial building equip buildings with energy efficient AC units and heating systems with programmable thermostats/timers.	<b>Consistent.</b> All new construction, including residential and non-residential development, would comply with the latest applicable edition of Title 24 at building permit application. The California Energy Code contains mandatory measures that govern the energy efficiency of windows, doors, exterior walls, attics, and roofs; the performance of heating and air conditioning systems, and lighting systems.
Require large-scale residential developments and commercial buildings to report energy use, and set specific targets for per-capita energy use.	<b>Consistent.</b> The project does not specifically propose energy use reporting; however, energy efficiency is one of the primary design elements of the project, including the installation of on-site renewable energy (see, e.g., PDF-22 and PDF-31 in Table 2.7-7 of the project's EIR). It also is noted that the project's utility provider (SDG&E) has the ability to collect energy use data associated with project-related development. The County does not find it feasible, from an administrative perspective, to require the project to report its energy use because the development, once occupied, will be under the ownership and occupation of several thousand individuals and/or businesses.
Require each residential and commercial building to utilize low flow water fixtures such as low flow toilets and faucets (see CALGreen Divisions 4.3 and 5.3 as well as Appendices A4.3 and A5.3).	<b>Consistent.</b> The proposed project would use low water use fixtures in all new construction as required by Title 24 (i.e., the California Green Building Standards Code/CalGreen) (see REG-GHG-3 in Table 2.7-5 of the project's EIR), and would require pre-plumbing for greywater systems in all of the project's single-family homes (see PDF-26 in Table 2.7-7 of the project's EIR).
Require the use of energy-efficient lighting for all street, parking, and area lighting.	<b>Consistent.</b> All light fixtures along public roads and all community facilities (e.g. communal recreational structures) would be solar powered (see PDF-22 in Table 2.7-7 of the project's EIR).
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	<b>Consistent.</b> The project would include approximately 4,500 tree plantings throughout the site, including shade street trees and landscaping trees, and the preservation of oaks

	<p>throughout the site. Street trees would be required along all internal neighborhood streets.</p>
<p>Incorporate water retention in the design of parking lots and landscaping, including using compost/mulch.</p>	<p><b>Consistent.</b> The project has incorporated a number of LID design features, including: (1) retention of approximately 73 percent of the project site’s existing topography and associated drainages, , (2) separating impervious surfaces with landscape buffers, and (3) incorporation of bio-swales and bioretention basins to capture runoff from roads, sidewalks, and other impervious surfaces prior to runoff entering the project’s storm drain system (see PDF-27 in Table 2.7-7 of the project’s EIR).</p>
<p>Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district.</p>	<p><b>Consistent.</b> As required under M-GHG-1 and M-GHG-2, the proposed project would purchase and retire carbon offsets from a reputable carbon registry in a quantity sufficient to offset 100 percent of the construction and vegetation removal GHG emissions generated by the project. In addition, the project applicant shall purchase and retire carbon offsets from a reputable carbon registry for the incremental portion of the project within the Site Plan in a quantity sufficient to offset, for a 30-year period, the operational GHG emissions from that incremental amount of development to net zero, consistent with the performance standards and requirements.</p>
<p>Require the project to purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district.</p>	<p><b>Consistent.</b> As discussed above and as required under M-GHG-1 and M-GHG-2, the proposed project would purchase and retire carbon offsets from a reputable carbon registry (including those referenced here) in a quantity sufficient to offset 100 percent of the construction, vegetation removal and operational GHG emissions generated by the project.</p> <p>As stated under M-GHG-1, “carbon offset” shall mean an instrument issued by any of the following: (i) the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard, (ii) any registry approved by CARB to act as a registry under the State’s cap-and-trade program, or (iii) if no registry is in</p>

	<p>existence as identified in options (i) and (ii), above, then any other reputable registry or entity that issues carbon offsets that is acceptable to the Director of the Planning &amp; Development Services Department. Prior to use of option (iii), it shall be demonstrated that the other reputable registry or entity follows accounting, quantification and monitoring protocols, as well as eligibility and procedural performance standards, that are comparable to those used by the registries identified in option (i)..</p>
<p>Encourage the applicant to consider generating or purchasing local and California-only carbon credits as the preferred mechanism to implement its off-site mitigation measure for GHG emissions and that will facilitate the State’s efforts in achieving the GHG emission reduction goal.</p>	<p><b>Consistent.</b> The proposed project would be required to comply with the County’s locational preferences, which prioritize local reductions where available and feasible. As stated under M-GHG-1, the project applicant or its designee shall demonstrate, to the satisfaction of the Development Services Director, that the following geographic priorities for carbon offsets have been met: 1) off-site within the unincorporated areas of the County of San Diego; 2) off-site within the County of San Diego; 3) off-site within the State of California; 4) off-site within the United States; and 5) off-site internationally. As listed, geographic priorities would focus first on local reduction features (including projects and programs that would reduce GHG emissions) to ensure that reduction efforts achieved locally would provide cross-over benefits related to air quality criteria pollutant reductions within the San Diego Air Basin, and to aid in San Diego County jurisdictions’ efforts to meet their GHG reduction goals. The project applicant or its designee shall first pursue offset projects and programs locally within unincorporated areas of the County of San Diego to the extent such offset projects and programs are financially competitive in the global offset market. The project applicant or its designee shall submit proof to the County that offsets are unavailable in a higher priority category before seeking offsets from the next lower priority category.</p>